

# Woodland/Davis Aeromodelers



## March Newsletter 2026

Prez Sez

Well everyone, spring appears to be here. The field is in full green state and growing fast. Looking forward to a fun season of flying.

Upcoming we have our spring swap meet March 14. If you are able to help, we have a lot of club items and things from John Eaton's and Eut Tileston's estate to prepare on the Friday before. If you are able to help man the tables with club/estate items on Saturday March 14, that would be great.

After that we have our jet event the first weekend in April. Again, this will be a fun event, with arrivals starting during the middle of the week. Looking forward to that one!

We will have a work party to be scheduled after the jet event to repair the old matting at the south taxiway and spread some additional base rock. General field clean up will also be underway. With all of the additional control line activity of late, we are also working on tuning up the control line parking area and setting some new parking bumpers over there.

That's about it for now. I'm running late getting this off to Rich as it is. See you at the next meeting at Round Table, and then look for meetings to resume at the field in the coming months. Dates and program activities to be discussed at the next meeting.

-Jeff

Prez Sez

WDA Meeting Minutes

WDA 2026 Events Calendar

Modeler's Corner

Event Flyers

Jeff Lovitt

Miguel Halpern

Forrest Barton

Rich Geertson

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

[wdarc.org](http://wdarc.org)

## February 9, 2026 Board Meeting

Members present : Mike, Chris, Jeff, Danny, Miguel, Keith,

Meeting called to order at 6:04pm by Forrest

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

President: No Report

Vice president: Moved 3 van loads of John Eaton's belonging for the swap meet. Will need a day to separate out what the family will sell verses what the club will sell. Talked about setting up area under tarps for the club's stuff, tables and cash box details.

Treasurer: reviewed profit and loss report. PG&E down to 69 dollars.

Net income shows loss due to rents and club expenses, waiting for membership dues to come in. Interest income about 1/2 of normal, due to not having the money locked in a CD, but still making money. Membership at 81

Secretary: No Report

**New Business**: Workshop Conex box, Mike patched holes and scraped peeling areas and coated the roof.

Continue to upgrade the control line parking lot. Keith and Bill will move the old phone poles and try and drag the area to remove weeds and irregularities. Will install parking bumpers once painted.

Mike O'kane working on Ford tractor. Carb to be rebuilt. Exhaust systems needs replacement. Will remove the pan and plugs to inspect internals before trying to hand crank.

Looking at the membership for comment/ input on our existing points and dues system... does it need to be modified? is it ok? not ok?

Keith noted that the club could have a metal engraved sign made to commemorate John Eaton, to be installed on the center shade structure which he established and erected. A motion was made by Jeff to accept the idea and second by Miguel with a full board approval. The exact wording to be determined later. Cost to be determined.

Jeff has spoken to the club members that come from the Napa club, they have access to a site weather station at their field, and was wondering if we wanted to investigate and invest money to have one at our field. It would require a monthly cellular

Service and equipment purchases.

**Old Business**: RC cars - no movement

Miguel reports on the south wire project, all pull boxes in place, conduits are ready, holes have been back filled. Pull string has been pull through the 330 feet run. Next steps are breaker box purchases and installs. followed by installation of conduits and receptacles. And a final measurement of the total length of wire needed so a purchase order can be made.

No progress reported on the field acquisition requirements

A work party is still in the works to finish the south taxi way fabric replacement.

Meeting adjourned at 6:55.

Next meeting March 9th, 2026

## February 9, 2026 General Meeting Minutes

Meeting called to order at 7:18 by Jeff.

Motion to accept the January minutes made by Mike and second by Miguel. All approved.

President: introduced 2 members that are also Falconers. They spoke about their activities. Very interesting. A new member was also introduced. His name is Birdee He is interested in learning to fly and has many questions. We had a good discussion with many members sharing their experiences and their enjoyment to RC flying. He was very happy and interested.

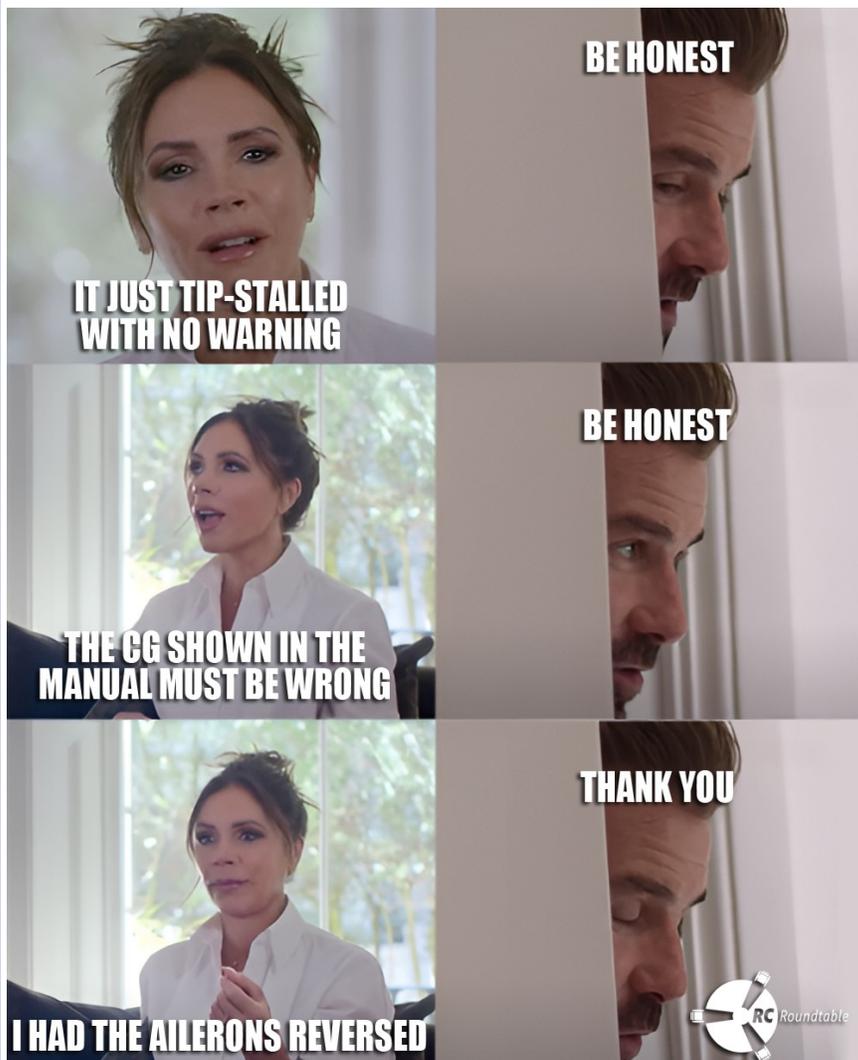
Jeff noted that the field is looking really good with the mowing crew already in full swing and the foggy days being less.

Vice president: John Eaton's funeral service went well. Many attendees. Forrest has reached out to help John's family sort and clean out his things

Forrest's young son Tyler took his first flight and it went well.

Treasurer: reviewed profit and loss for January, he explained some of the costs and mentioned how PG&E was extremely low. Otherwise no issues

Secretary: no report



**Old Business:** no activity on the RC car project, may drag some old phone poles into area to help create berms or raised areas as needed.

Miguel updated the group in the south wire project, all moving along.

Field acquisition. No report

Field safety audit has not been completed

Events for the year are in place, looks like something each month.

The board is looking for membership opinions on the dues, points and events.

Jeff will reach out to John Eaton's family about the heavy machinery that is at the field. He has given them all relevant papers and data, they will have to decide what's next.

Reminder that the gate lock code has been changed. The new number can be found on the back of your membership card.

Meeting adjourned at 7:58 p.m.

Next meeting March 9th.

# 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

How many of us remember the Wide World of Sports and those famous visuals of the “*thrill of victory and the agony of defeat?*”

Such were the words ringing through my head as I gathered up the wreckage of my F-104....

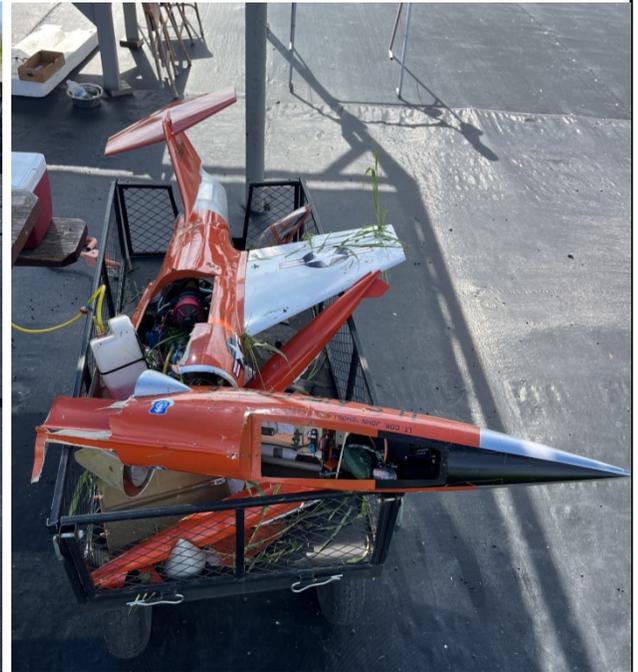


Photo on left was from Saturday February 21 after two thrilling and successful flights. Photo on right is exactly one week later after one DISASTROUS flight. So, WHAT HAPPENED !?!?! In short, I did a dumb thing... actually a series of dumb things. And let me just say at the outset, this is the WORST RC catastrophe I have ever experienced... NOT based on loss of money, but based on my absolute dedication to this airplane. Were it not for the Lockheed F-104, it is doubtful I would have moved into turbines. Of course, things could always be worse (trust me, I hate it when people say that), but this crash is akin to losing a freekin' limb!

The weather could not have been better. I had the F-104 trimmed well. The retracts had been modified and were working perfectly. Gear doors were opening and fully closing in flight. Gyro was dialed in. Turbine was running great. There was simply NO GOOD REASON for this to happen.

So what exactly DID happen? Well, as I like to do, I was flying the plane at a low altitude; let's call it “zero mistakes high.” I do this so I can SEE and ENJOY the aircraft. I was flying at about half throttle to conserve fuel. I was also flying at Low rates. At the south end of the field I executed a 270 roll to the right so that I would reverse direction and head left. This is a standard maneuver, nothing fancy, but unfortunately, I put far too little consideration into my flight status: altitude, speed, roll rate, sink rate (when inverted). Because I was on Low rates, the aircraft's rate of roll was relatively slow. I also knew (having checked CG in flight one week earlier) that this plane IS on the nose-heavy side and sinks when inverted. At lower speeds (like half throttle), the F-104 has a tendency to drop the nose in turns. ALL of these factors should have been given serious consideration BEFORE I entered this bone-headed maneuver!

But alas, as the plane rolled to the right and went inverted, it lost altitude. This was accentuated by its lower than ideal speed. Seeing it drop so precipitously, I jammed the aileron stick to the right to complete the roll as fast as possible, while at the same time feeding in UP elevator so that as the plane got to 270 deg it would be both turning and (hopefully) climbing. Unfortunately, my lack of altitude simply precluded the successful execution of these emergency moves and the plane slammed into the ground with a massive

plume of smoke! Could it have been worse? Absolutely. It could have caught fire! But thankfully, the tall wet grass prevented such an escalation and likely prevented equally catastrophic damage to the inner workings of the plane (like the turbine!)

To say I was *saddened, crestfallen, devastated, embarrassed, angry* (at myself) would all be understatement!

Later, I kept thinking of that scene from the first Top Gun movie when Maverick is hell-bent on shooting down the Top Gun School instructor “Viper” (played by Tom Skerritt). Perhaps you remember, Maverick leaves his wingman to go after Viper, with a vengeance. Little does he know, Viper and his wingman (Jester) are leading Maverick into a trap. Because of his tunnel-vision to defeat Viper, Maverick and Goose fail to watch their “six” as Jester creeps up from behind, locks on, and “kills” their F-14 Tomcat. Utterly defeated, Maverick says to Goose, *“the Pentagon regrets to inform you your sons have just been killed because they were stupid!”* Well, THAT is about how I felt.

I simply failed to take into consideration all the things that were going on in the air when I elected to do what I did. Good grief... if I had it to do over again!!!

This F-104 was not a “bad” flying airplane; not at all. It lands fast and does require your full attention to maintain visual orientation, but it is an honest flying aircraft. Certainly not the fastest turning jet (owing to those tiny wings), but it goes where it is pointed. There was simply NO good reason for this wreck!

Oh well, again from Top Gun... after Goose is killed Viper tells Maverick, *“You fly jets long enough, something like this happens.”* More to the point, you fly RC long enough, you’re going to experience a tragedy. Can it be fixed? After all, THIS IS **“Modeler’s Corner”** where every month I share my building experiences and encourage you to “build something”... Pretty much ANYTHING can be fixed, but at what cost?

Quite frankly, I have yet to remove the wreckage from the back of my van. The once proud and gleaming Starfighter is literally folded in HALF in a large garbage bag, sitting amongst weeds, mud, and its own leaking diesel fuel. A VERY sad state of affairs ... I have learned a very hard lesson, which isn’t to guarantee I will never do something like that again, but at the very least, perhaps my thought processes will be a bit more thorough before wiggling the sticks on a high performance jet.



Well, as I say, this is really about BUILDING, NOT CRASHING, so let us take a quick look at the Balsa USA Aeronca C-1 project.

Fiber-glassing of various sub-assemblies has been completed: Wing center section, forward fuselage, ailerons and aileron servo hatches, as well as the inside of the ABS plastic cowl.



I decided on Stits for covering all the open framework. IF you have never used Stits and are seeking a scale fabric finish, I HIGHLY recommend it. Having used both Supershink Coverite and [Stits Lite by F&M Enterprises](#), both have their pro's and their con's. Perhaps the first con about Coverite is, it is no longer produced. However, rolls of the stuff are often advertised for sale on the various RC websites. Another Coverite con is that it has a 'grain' direction. It shrinks far more in one direction than it does perpendicular to that direction. This means that when applying it, one must be aware of the direction of shrink to achieve "rib sag" consistency. Ask me how I know...

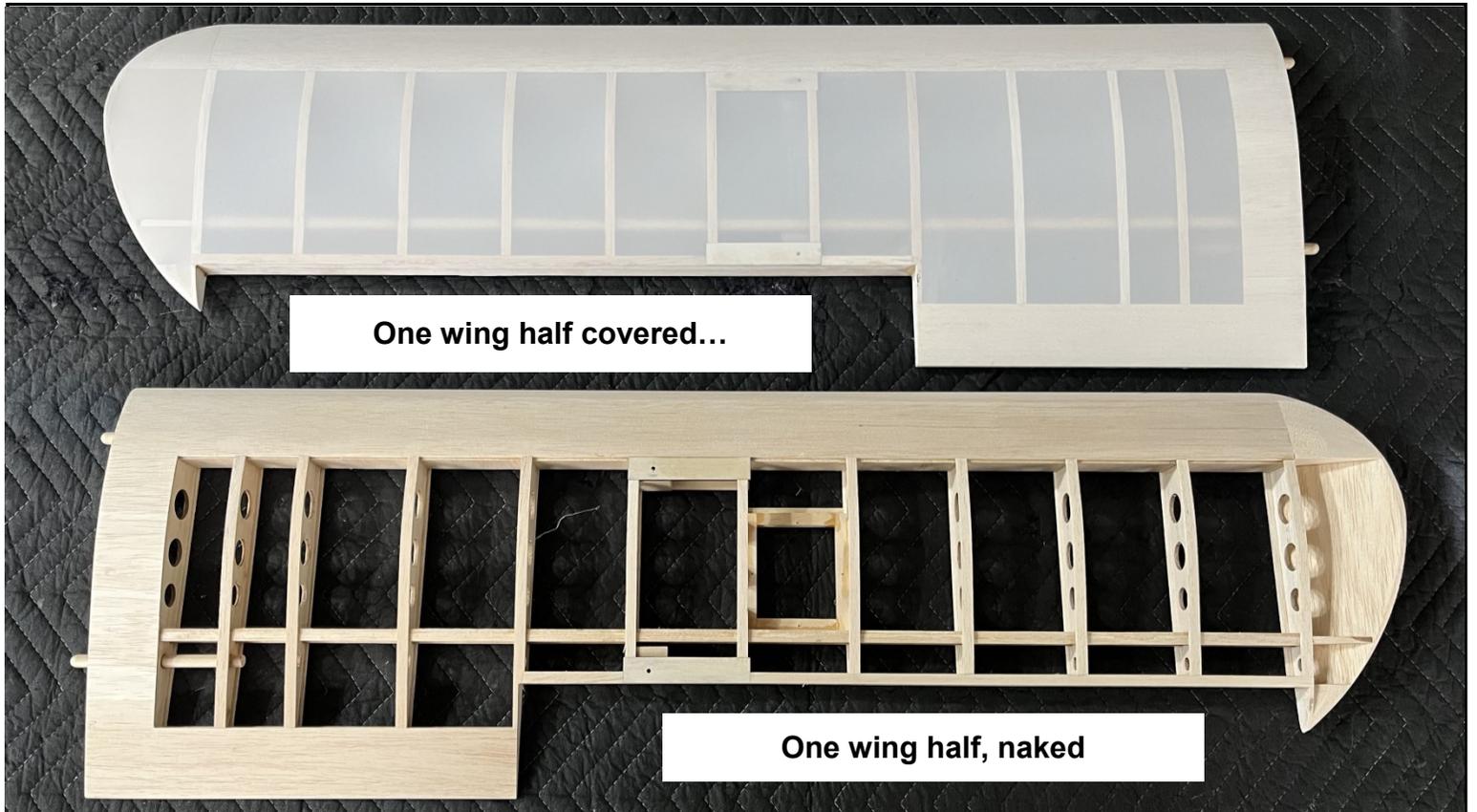
Stits (also known as Poly Fiber) has NO grain and can be applied any which way one wants. It also has no adhesive side, which means, again, it can be applied any way one wants. Some might consider the absence of adhesive a 'con.' While Coverite and other 'iron on coverings' do have a heat activated adhesive side, Stits does not.

Stits is applied using a brush-on adhesive they call [Poly Tak](#). This adhesive is applied heavily enough that it should soak into both the wood and fabric, and once dry, fully anchor the covering. This brush-on adhesive is ALSO heat activated, so areas that do not adhere well can be touched up with an iron.

One big CON of the Stits application process is the fact that all the products used, from adhesive to filler, to UV block, to paint, are M.E.K. based. Methyl Ethyl Ketone is NOT a human-friendly product, not to breath or to bathe your skin in it, so there is that. That said, Stits shrinks 10-12% in both directions, creating a DRUM TIGHT finish. The application of their [Poly Tak](#) followed by their [Poly Brush](#) filler really bonds the fabric to the airframe. IF heated and shrunk at the prescribed 350 degrees, Stits should NEVER sag. Supershink Coverite (if you can find it) is still a great way to achieve a scale-look fabric finish and it is applied with a conventional covering iron, then a heat gun to fully shrink.

[F&M also offers pinking tapes](#) in various scales, should a modeler be inclined to apply that extra scale touch. Below, getting ready to apply Stits to one wing half.





Below, the application of pinking tapes using Poly Brush. Later, simulated rib stitching will be applied using RC56 glue. One other 'con' about Stits... it is very difficult to trim with a razor blade UNLESS the fabric has been treated first with Poly Brush, and allowed to dry. Once treated, it trims very easily. A nice thing about applying pinking tape is that uneven fabric trimming along trailing edges or wing tips is completely covered over by the scale tapes. This warm weather should allow the Aeronca finishing process to proceed in earnest! So, until next month, BUILD SOMETHING (just DON'T crash it!) **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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2025 PILOTS



### LOCATED AT THE SANTA MARIA ELKS RECREATION EVENT CENTER

Galloway Memorial Field is located in Santa Maria, CA, just off US 101, Exit 167, Santa Maria Way.  
The surrounding area is free of trees, buildings and other obstacles. Large shade structure.

1200 FOOT ALTITUDE WAIVER, REMOTE ID WAIVER, & NIGHT FLYING! OPEN FLYING AFTER 5 PM!

FOR MORE INFORMATION OR TO REGISTER, CALL OR TEXT CHUCK BARNES  
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LANDING FEE: \$50.00 FOR FULL EVENT or \$20.00/DAY;

RV DRY CAMPING: \$50.00 FOR ALL NIGHTS

(TUESDAY-SATURDAY, MUST LEAVE SUNDAY BY 5PM) OR \$20.00/NIGHT

**CURRENT AMA MEMBERSHIP AND FAA REGISTRATION REQUIRED!**

# WDA Officers and Board

**President** Jeff Lovitt  
(530) 304-4780 [jlovitt@sbcglobal.net](mailto:jlovitt@sbcglobal.net)

**Vice President** Forrest Barton  
(530) 662-6324 [cbarton328@aol.com](mailto:cbarton328@aol.com)

**Treasurer** Chris Dellinger  
(707) 410-6210 [cdellin@sbcglobal.net](mailto:cdellin@sbcglobal.net)

**Secretary** Miguel Halpern  
(707) 373-9420 [mighalpern@gmail.com](mailto:mighalpern@gmail.com)

## Board members:

Keith Young (530) 848-3666  
Exp. 2027 [k\\_young52@yahoo.com](mailto:k_young52@yahoo.com)

John Eaton (530) 681-5316  
Exp. 2027 [jeaton01@gmail.com](mailto:jeaton01@gmail.com)

Danny Winters (916) 342-0679  
Exp. 2025 [win51@comcast.net](mailto:win51@comcast.net)

Jim Dahl [jimdahl68@outlook.com](mailto:jimdahl68@outlook.com)  
Exp. 2026

Mike O'Kane [micharlokane@gmail.com](mailto:micharlokane@gmail.com)  
Exp. 2028

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

Woodland Davis Aeromodelers  
42875 County Rd. 29  
Davis, CA



# WDA Cabinet

**Membership**  
Chris Dellinger (707) 410-6210 [cdellin@sbcglobal.net](mailto:cdellin@sbcglobal.net)

**Safety Officer**  
Jim Dahl

**Field Maintenance** **VACANT**

**Points**  
Stein Buer (916) 850-9457 [steinbuer@gmail.com](mailto:steinbuer@gmail.com)

**Newsletter Editor**  
Richard Geertson (707) 301-0588 [geertson@sbcglobal.net](mailto:geertson@sbcglobal.net)

**Web**  
Gonzalo Martinez [gonzalo.martinez@autodesk.com](mailto:gonzalo.martinez@autodesk.com)

**SNACK SHACK**  
Ben Ponzo (916) 947-7468 [bbponz@sbcglobal.net](mailto:bbponz@sbcglobal.net)

# Flight Instruction

## Fixed wing

**Henry King**  
[sandman@sbcglobal.net](mailto:sandman@sbcglobal.net)

**Jet Turbine**  
**Jeff Lovitt**  
[jlovitt@sbcglobal.net](mailto:jlovitt@sbcglobal.net)

**Multi-rotor Drones**  
**Keith Young**  
[k\\_young52@yahoo.com](mailto:k_young52@yahoo.com)

**Helicopter Instructor**  
⇒ **OPEN**



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



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