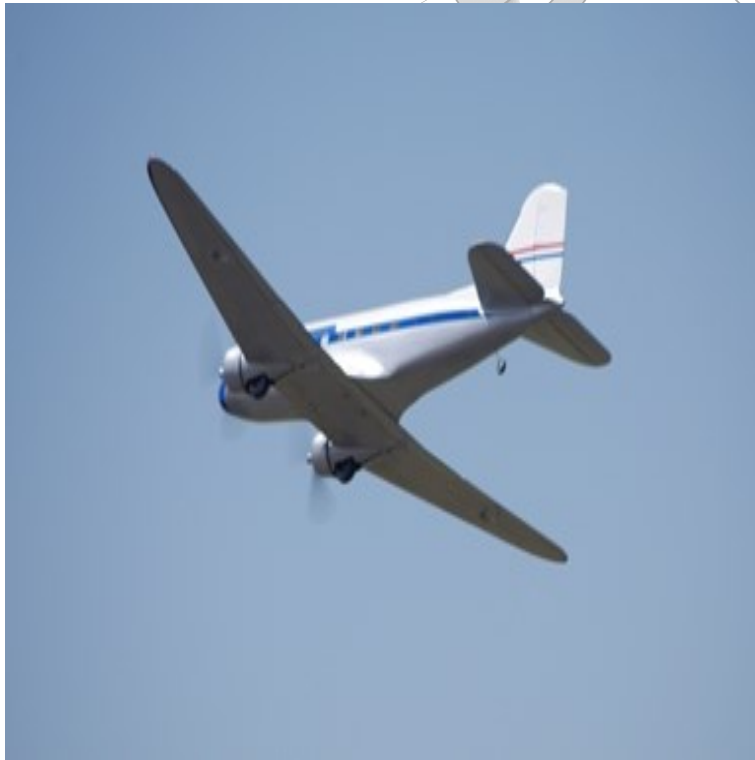


## Newsletter

### FROM THE PRESIDENT

We had both the Old School Vintage R/C & National Model Aviation Day and Golden Age R/C and Oldtimers events in August and they went well. Unfortunately, due to not enough entrants for a workable race card, the Fred Burgdorf Pylon Races had to be cancelled. Bummer. Here are some photos from the Golden Age event. The DC-3 was electric and did some very interesting climbout profiles which, by circumstances I still do not understand, it survived. Once at altitude it flew well and was fun to watch.



The FAA has cancelled the old Advisory Circular 91-57 which was the only guidance until now addressing model airplanes, and replaced it with a new AC 91-57A. This Advisory follows the AMA guidelines, except



that in this paragraph:

“e. Model aircraft operators should follow best practices including limiting operations to 400 feet above ground level”. The new Circular can be seen at this link:

< continued on page 4 >

### THIS MONTH

**Meeting Minutes** .....Mike O’Kane  
**WDA Calendar**  
**Wings of Victory Review** .....Monty Welch  
**DOT Advisory**  
**Builders Corner** .....Richard Geertson  
**From the Circle** ..... Pete Cunha  
**Golden Age of Aviation Review**..Richard Geertson  
**Safety First!** .....John Lett  
**Notice to Club**  
**Indoor Fun Fly Flyer**

# **GENERAL MEETING MINUTES AUGUST 10TH, 2015**

Members present: X Ed Morgan X John  
Eaton, Jim MacDonald, X Mike O'Kane,  
X Jeff Lovitt, Rich Geertson X Doug Barton  
\_ \_ Randy Sizemore X Chris Dellinger

Meeting called to order by John Eaton.

Last month's minutes reviewed, motion for approval,  
2nd, and passed unanimously.

Recognition of guests and new members. None

Officer reports:

President: Throughout the meeting

Vice President: Ed Morgan recapped the Board  
Minutes listed in the Board meeting minutes.

Treasurer: John Eaton reported on Club account. Jim  
McDonald is out of town

Secretary: None, refer to Board minutes for definition  
of high performance aircraft

Chair Reports:

Membership: Monte Pate reports no change in  
membership

Safety: John Lett is not present

Field Chair: Bill Friedrich present, Bill to receipt of the  
5lb fire extinguishers purchased by the Club and  
will install them in the RC area, U-control, Snack  
Shack and lawnmower Conex.

News Letter: Glen is not present, send articles to  
Glen's attention.

Points Chair: All points posted as of the 1st of the  
month.

WEB PAGE: WEB page is current.

Events Reports:

Wings Monte and Linda returned from vacation  
in time for the event, good turn out, Randy  
Sizemore unable to coordinate event due to  
work schedule change. Thanks to all that  
helped put the event together.

Indoor Event \_ 5 flyers and a lot of kids

Golden age August 22

Old School vintage 8/15/2015

Work party 8/21

9/12/ - Fred Burgdorph Memorial Race

9/24 -26/ Scaled Helicopter Masters

10/23 - Minden float fly

Old Business:

None

New Business:

None

Motion to adjourn meeting after the raffle.

# WDA 2015 Events Calendar

## Date

## Event

Sept 12-13

Burgdorf Memorial Race

Sept 19-20

U/C Meet n' Meat Stunt

Sept 24-26

Scale Heli Masters

Oct 2-3

Float Fly#2 @ Lake Minden

Nov 7

Toys for Tots

Jan 1

Chilly n' Chili Fun Fly & Pot Luck

## **BOARD MEETING MINUTES AUGUST 10TH, 2015**

Members present: X Ed Morgan, X John  
Eaton, Jim MacDonald, X Mike O'Kane,  
X Jeff Lovitt, \_ Rich Geertson, Randy  
Sizemore X Doug Barton, X Chris  
Dellinger

Meeting called to order by Ed Morgan

Meeting agenda as posted on the Club forum with  
any following additions.

OLD Business

Review and/or update rules for High Performance  
model operations at our field. (Board)

What is High Performance aircraft? Motion to adopt  
the definition, 2nd received and 2 no votes and 4  
yes, motion passed.

Any aircraft weighing more than 20lbs or is capable  
of flying faster than 100mph.

NEW Business

1. Member query about possible dues reduction for  
volunteer work performed. (Board)

Member wants to work of fees to join. Board  
comments, the club has not charged the previous  
initiation fee for several years. A member who  
joins today is not charged any points until after  
his first year at renewal. Normal dues is required  
to join the Club.

Letter of thanks needs to be sent to Jim Schmidt at  
the Woodland Democrat for providing coverage  
of the events in the paper for our scheduled  
events.

# FROM THE PRESIDENT

< continued from page 1 >

[http://www.faa.gov/documentLibrary/media/Advisory\\_Circular/AC\\_91-57A.pdf](http://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_91-57A.pdf)

I am getting inquiries from commercial operators looking for pilots for multirotors and fixed wing RPV's in this area. An interesting development. At the minimum a Light Sport pilot certificate is required.

Next up on the event schedule are these events:

Sept 19	WDA Work Party/Fun Fly
Sept 19-20	WDA U/C Meet n' Meat
Stunt .	
Sept 24-26	WDA Scale Heli Masters
Oct 2-3	WDA Float Fly#2 @ Lake Minden
Oct 11	WDA indoor Fun Fly
Nov 7	WDA Toys for Tots
1 Jan 2016	Chilly and Chile fun fly



Once again, 35 mph on the road please, take special care to minimize dust near homes. Take special care to stay away from Christine's horses at the northwest corner of the field, and stay south of Road 29.

See you at the meeting. Woodland Public Library, Leake Room, September 14th. Board Meeting at 6 and General meeting at 7 PM.



# WINGS OF VICTORY REVIEW

This Years "Wings of Victory" was a great success. The weather was perfect. Wind blew from the South down the runway, kept everyone cool and made landings easier. We had 23 Pilots and quite a few spectators who really enjoyed the show.

I would like to Thank the following club-members for all their help in putting this event on...

Ben Ponzo, Ken Kruschke, Dan Cardoza for handling the Snack Shack

Mike Haston, Ken Kruschke, on registration and awards tally. Mike Haston is an AMOS member, but he volunteered to help us out at this event.

Mike Cerrati and John Hoppe for their help with pilots choice and Spectator Choice awards.

Special Thanks to John Eaton and Jim Macdonald for making the awards at the last minute. They were very much appreciated.

The Awards went to Michael Radu for pilots Choice for his D-7.

Ed Becker for technical Achievement for his ME-109

Larry Sutherland for Peoples Choice for his Val

Gonzalo Martinez for Best Flight with his Huey Gunship.

Congrats to all the Pilots who brought beautiful planes and took them home all in one piece... A good day was had by all!!!!

One last mention... Thanks to the Fruit Lady who passed out bowls of cold fruit and water melon to the group. It sure went down well....

Thanx again to all..... for your support.

Monty Welch



U.S. Department  
of Transportation  
Federal Aviation  
Administration

# Advisory Circular

Subject: Model Aircraft Operating  
Standards

Date: September 2, 2015  
Initiated by: AJV-115

AC No. 91-57A

1. **PURPOSE.** This advisory circular (AC) provides guidance to persons operating Unmanned Aircraft (UA) for hobby or recreation purposes meeting the statutory definition of “model aircraft” contained in Section 336 of Public Law 112-95, the *FAA Modernization and Reform Act of 2012*. This AC describes means by which model aircraft may be operated safely in the National Airspace System (NAS). Nothing in this AC changes the requirement to comply with the statute or any applicable regulations.

2. **APPLICABILITY.** This AC provides information for any person who engages in model aircraft operations using model aircraft as defined by statute. (See paragraph 6.)

3. **REFERENCES.** Title 49 U.S.C. § 40101; P.L. 112-95 (126 Stat. 77 *et seq.*).

4. **RELATED MATERIAL** (current editions).

- Subtitle VII of Title 49, United States Code (49 USC)
- Title 14 of the Code of Federal Regulations (14 CFR)
- Subtitle B of Public Law 112-95 (Feb. 14, 2012)
- *Aeronautical Information Manual* (AIM)
- Temporary Flight Restriction (TFR) listing: <http://tfr.faa.gov/tfr2/list.html>
- Aeronautical Navigation Products (Charts):  
[http://www.faa.gov/air\\_traffic/flight\\_info/aeronav/](http://www.faa.gov/air_traffic/flight_info/aeronav/)
- Notices to Airman: [https://www.faa.gov/air\\_traffic/publications/notices/](https://www.faa.gov/air_traffic/publications/notices/)

5. **CANCELLATION.** AC 91-57, *Model Aircraft Operating Standards*, dated June 9, 1981, is cancelled.

6. **MODEL AIRCRAFT OPERATIONS.**

a. Terminology.

- (1) 49 USC § 40102 defines an aircraft as “any contrivance invented, used, or designed to navigate, or fly in, the air.” 14 CFR § 1.1 defines an aircraft as “a device that is used or intended to be used for flight in the air.”

- (2) Public Law 112-95 defines unmanned aircraft as an aircraft that is operated without the possibility of direct human intervention from within or on the aircraft.
- (3) Section 336 of P.L. 112-95 defines a model aircraft as an unmanned aircraft that is capable of sustained flight in the atmosphere, flown within visual line of sight of the person operating the aircraft, and flown only for hobby or recreational purposes.

b. **Model Aircraft Hazards in the NAS.** While aero-modelers generally are concerned about safety and exercise good judgment when flying model aircraft for the hobby and recreational purposes for which they are intended, they may share the airspace in which manned aircraft are operating. Unmanned aircraft, including model aircraft, may pose a hazard to manned aircraft in flight and to persons and property on the surface if not operated safely. Model aircraft operations that endanger the safety of the National Airspace System, particularly careless or reckless operations or those that interfere with or fail to give way to any manned aircraft may be subject to FAA enforcement action.

c. **Determination of "Model Aircraft" Status.** Whether a given unmanned aircraft operation may be considered a "model aircraft operation" is determined with reference to section 336 of Public Law 112-95:

- (1) The aircraft is flown strictly for hobby or recreational use;
- (2) The aircraft operates in accordance with a community-based set of safety guidelines and within the programming of a nationwide community-based organization (CBO);
- (3) The aircraft is limited to not more than 55 pounds, unless otherwise certified through a design, construction, inspection, flight test, and operational safety program administered by a CBO;
- (4) The aircraft operates in a manner that does not interfere with, and gives way to, any manned aircraft; and
- (5) When flown within 5 miles of an airport, the operator of the model aircraft provides the airport operator or the airport air traffic control tower (when an air traffic facility is located at the airport) with prior notice of the operation. Model aircraft operators flying from a permanent location within 5 miles of an airport should establish a mutually agreed upon operating procedure with the airport operator and the airport air traffic control tower (when an air traffic facility is located at the airport).

d. Public Law 112-95 recognizes the authority of the Administrator to pursue enforcement action against persons operating model aircraft who endanger the safety of the National Airspace System. Accordingly, model aircraft operators must comply with any Temporary Flight Restrictions (TFR). TFRs are issued over specific locations due to disasters, or for reasons of national security, or when determined necessary for the management of air traffic

AC 91-57A

September 2, 2015

in the vicinity of aerial demonstrations or major sporting events. Do not operate model aircraft in designated areas until the TFR is no longer in force.

Model aircraft must not operate in Prohibited Areas, Special Flight Rule Areas or, the Washington National Capital Region Flight Restricted Zone, without specific authorization. Such areas are depicted on charts available at [http://www.faa.gov/air\\_traffic/flight\\_info/aeronav/](http://www.faa.gov/air_traffic/flight_info/aeronav/). Additionally, model aircraft operators should be aware of other Notices to Airmen (NOTAMS) which address operations near locations such as military or other federal facilities, certain stadiums, power plants, electric substations, dams, oil refineries, national parks, emergency, services and other industrial complexes. In addition to the previously mentioned link, information regarding published NOTAMS can be found at: [https://www.faa.gov/air\\_traffic/publications/notices/](https://www.faa.gov/air_traffic/publications/notices/).

The requirement to not fly within TFRs, or other circumstances where prohibited, would apply to operation of model aircraft that would otherwise comply with section 336 of Public Law 112-95.

e. Model aircraft operators should follow best practices including limiting operations to 400 feet above ground level (AGL).

f. All other operators and for additional information on Unmanned Aircraft Systems please visit: <http://www.faa.gov/uas/>.

Elizabeth L. Ray

Digitally signed by Elizabeth L. Ray  
DN: cn=Elizabeth L. Ray, o=Air Traffic Organization,  
ou=Vice President, Mission Support Services,  
email=elizabeth.ray@faa.gov, c=US  
Date: 2015.09.02 14:57:16 -0400

Elizabeth L. Ray  
Vice President, Mission Support Services  
Air Traffic Organization

## Confessions of a Composite Pilot...

Richard Geertson

Considering my political views, some may agree I have carbon fiber for a heart... BUT this is neither political nor an info-mercial for composite airframes. Rather, having made the move about a decade ago from built-up aircraft, to composite aircraft, then occasionally moving back to built-up aircraft; only to SPRINT back to composite airframes; I thought I might shed some light (and opinion) on the pro's and cons of each.

It seems every time one of us writes an article about our "expertise" regarding a particular aspect of the hobby, we feel compelled to first 'vet' our experience so the reader understands that our objectivity is beyond reproach; that our depth and breadth of knowledge is deep and wide; and that our word on the subject is as resolute as Egypt's Pharaoh... "So let it be written, so let it be done."

AND - Other than religion and politics, it seems there is no quicker way to get folks to line up on one side or another of any topic, than to start touting the superiority or drawbacks of one technology over another. Word to the wise: IF you ever venture into one of the model diesel engine blogs/forums and aren't prepared to agree (and pledge your first born) that the model diesel is in fact the most profound and influential discovery of the last century, with attributes and performance that simply make all other forms of model power, obsolete, then I suggest you pass! Indeed, questioning the superiority of the diesel power plant is about as sacrilegious as penning a picture of the Prophet Mohammed (peace be upon him) with a ball gag, a whip and a loaded diaper, but I digress...

My first 30 years modeling were spent whittling balsa, spruce and ply into all manner of flying things. Having built countless kits and a dozen plans-built models; covering with silk span and dope and every plastic iron covering ever produced, as well as painted and unpainted Coverite, I am certainly familiar with the challenges and benefits of conventional building materials.

So about a decade ago, along comes a fellow modeler touting the benefits of a Composite airframe. In looking at his, I had to admit it was pretty darn slick! Stiff, straight, light and durable; with a gelcoat finish impervious to gas or glow and the best part of all... NO WRINKLES, EVER! Further, the airframe was "painted in the mold" and so the finish was not separate, but integral to the outer shell. Maintenance could be quickly performed with any type of automotive wax, or even quicker, Lemon Pledge (yes the furniture polish) would remove any fuel or smoke fluid residue and leave the finish beautifully waxed and smelling great! It also appeared to me that as long as you didn't dumb-thumb your bird and transported it in wing bags, there was no apparent reason it should ever wear out or even LOOK worn out! Of course, there may be exceptions to that... the most aggressive 3D pilot could in fact 'wear out' any airframe by repeatedly subjecting it to off-the-charts G-forces.. But for all intents and purposes, a composite airframe appeared to me to be impervious to the usual foibles encountered during the life of a typical RC model.. and THAT made it a good investment in my book.

CARF-Models and I began a business relationship that led to my purchasing 7 airframes, writing two Builders Manuals, 5 product reviews, and two online blogs. I was totally SOLD on composite aircraft. I say "sold" (past tense) because I have since made a conscious choice to spend less on this hobby. It is also evident that composite technology seems to lend itself to subjects that were mostly sheeted or covered in metal. Reproducing a "rag wing" model using a composite is not so easy and thus, some of my favorite aircraft are excluded from the lineage of composite construction.

# BUILDER'S CORNER

< continued from page 9 >

After years of composite airframes and feeling the need to for a big Decathlon, I moved back to into the light (or the dark) and purchased a giant Bill Hempel Decathlon ARF. Built up from laser cut ply and balsa, and covered with Oracover, it was indeed a magnificent model. At 144 inch span and powered with a DA120 on Zimmermann canisters, it was a sight and sound to behold. Alas, my foray back to built-up and (plastic) covered planes was anything but an oasis of RC bliss, as I found the wrinkles, easily marred finish, fragile nature of the construction, and massive headache necessary to disassemble, pack, move re-assembly, disassemble and store this massive plane FAR outweighed its wonderful flying qualities and magnificent stature on the ground and in the air. The exercise reminded me WHY I had switched almost exclusively to composite airframes a decade earlier... they are simply SO MUCH BETTER in SO many ways!

No, they don't necessarily FLY better; although a stiff, light, smooth airframe is certainly better than the alternative, but they ARE in fact MUCH MORE ROBUST. And if you're a stickler for keeping your airplane nice, some microfiber cloths and wax will keep a composite aircraft looking like new for years.. and you can pitch that heat gun and monokote iron!

Rather than blather on and on about the pluses of composite planes, suffice it to say that I find them ABSOLUTELY WORTH the extra money. Be advised, however, that if you tend to go through model aircraft like Donald Trump goes through hair spray, composite airframes may just break your bank. Also, the types of models best-suited to composite construction are limited.

While you may see me at the field with a built up and covered plane, it is not because I no longer find great value in composite airframes; rather it is because I made a conscious decision to downsize and simplify (i.e. spend LESS \$\$\$) But, my experience with composite aircraft has been VERY positive. If you can find an airframe that suits your fancy, I highly recommend going with a composite!

To date, my experience has been limited to the following CARF-Models:

- 2.6M Extra 260
- 2.9M Giles 202
- 2.3M Yak 55
- 31% Gee Bee R2 (I've built two of these)
- 22% scale P-47 Thunderbolt
- 3M Yak 55

KRILL also makes composite airframes and I have heard very good things about them.

IF you take care of your models and don't crash very often, expect your composite airframe to outlast ANY built-up ARF (not matter the quality) 10 to 1. Considering the marginal difference in cost, this makes a composite airframe a BARGAIN in my book.

# FROM THE CIRCLE

August is traditionally a very busy month for model flying and this year was no exception. As usual, the First Thursday Old Time fliers were out in force but what was noteworthy was not one but two Control line contests and one free flight event,

The Free flight event was the mass launching of the “Cloud Tramp” rubber powered model. All flew well and it was nice to see modeling practiced the way it used to be.

In Control Line, August 1st and 2nd brought us the 17th annual “ARF Off”. The event is limited to ARF control line models and consists of a flying clinic on Saturday coached by World and National Champion caliber fliers. On Sunday competitors put their coaching to the test by flying



*Building a trophy take a lot of hot air.*

Buck.

The last contest of the season is the “Meat and Meet” competition to be held September 19 and 20. This event features not only model airplane flying but the world famous “Fox 15” hurl. This is where strong armed fliers compete to see who can throw a Fox 15 engine the furthest. Competition at its finest, you won’t want to miss this one!

- Pete



*Box top for ARS (almost ready to show) trophies.*

in front of judges. It is a different format than most contests in that the fliers are divided up into two teams, each team judging the other. All fliers win a trophy, this time it was an “Almost Ready to Show” (ARS) trophy which competitors have to assemble themselves. The pictures show some of the highlights of this exercise.

The top trophy for this contest is the prestigious “Barker Cup”. To win this you have to be one of the top fliers from your team and compete against your team mate and the top fliers from the opposite team. It was a close race this year however eventually former Nationals Champion Ted Fancher came out on top by .67 of a point. Yes, competition is that tight in the Control Line Stunt world.

The Second control line event this month was the Ted Goyet Memorial Stunt Contest. CD of this event was our own Doug Barton who founded the event to local stunt great Ted Goyet, the designer of the “Feno” stunter and co-designer of the well known Palmer/Goyet “High Boy” stunter. This well attended event featured the AMA stunt as well as Classic, Old Time, Profile and Stunt 25. Winner of the Expert event was Former C/L Precision Aerobatic World Champion and club member Dave Fitzgerald winning by a narrow margin over bay area resident and former Nationals Champion Brett

< continued on page 12 >

# FROM THE CIRCLE

< continued from page 11 >



*The prestigious "Barker Cup" trophy*



*The finished product.*



# GOLDEN AGE OF AVIATION REVIEW

Golden Age of Aviation Fly In, 2015

Saturday August 22nd we held the 7th annual Golden Age of Aviation celebration fly-in. Weather was ideal and turn-out was about average, with 10 registered pilots and 13 aircraft participating. While some define “the golden age” of aviation as that period between the wars (WWI and WWII), my definition is a bit broader, spanning from the beginning of manned flight (1903), inclusive of all aircraft that first flew prior to WWII. My event also welcomes ‘Old Timers’ - both the pilots and their vintage FF aircraft converted to RC ;-)



Because of the moderate turn-out, we

held a vote at the 9am pilot's meeting – I asked the participants if they would prefer a pilot's choice award for Best Golden Age (as we have in the past) OR lunch included with their \$10 landing fee. LUNCH WON and Ben Ponzo was on hand to BBQ cheeseburgers and hotdogs, as well as a full complement of fixings. Ben did a masterful job of preparing a delicious lunch and everyone thoroughly enjoyed and appreciated his efforts.

Flying continued until about 2pm when most pilots had packed up. The usual participants and aircraft were on hand; while the enthusiasm is much-appreciated, it is apparent that after 7 of these events, there does not appear to be an increase in interest in this era of aircraft. We may reconsider having the event next year, depending upon the level of interest expressed between now and then.

I would love to all hear from Golden Age enthusiasts interested in keeping this

event alive!

Richard Geertson



# SAFETY FIRST!

## RC Helicopter Sparks 32 Acre Grass Fire

Published on 19 July 2015 from <http://metrofire.ca.gov/index.php/news-releases/660-rc-helicopter-sparks-fire>

Sacramento County, CA – Around 1:00 PM this afternoon, Metro Fire crews were dispatched to 11000 Florin Road in Sacramento County for a report of a grass fire. Crews en route reported a large column of smoke in the area. First arriving crews found a fast moving grass fire having already burned approximately 5 acres.

Additional resources were requested, requiring a total of 7 engines and 4 water tenders, as well as Metro Fire's helicopter and dozer to contain the fire. With temperatures in the 90s, humidity in the 20s and winds of 8 mph, conditions allowed the fire to spread to 32 acres before crews could contain it. Metro Fire will be on scene for hours extinguishing hot spots due to large stacks of hay bales and multiple bee boxes involved.

No structures were damaged by the fire, and an estimate on value of the hay or bees has yet to be determined. There were no civilian or firefighter injuries caused by the fire. An investigation has determined the fire was caused by a remote control helicopter being flown in the area and crashing into the field. One of the initial reporting parties to the Sacramento Regional Fire/EMS Communications Center was the operator of the remote controlled helicopter reporting the fire.

With such hot weather and record setting drought conditions, citizens are reminded to have extra caution when performing what is considered a "normal" or "routine" task. Metro Fire reminds home owners to have a defensible space around their property and only operate machinery that has a high fire risk during dry conditions, such as lawn mowers, in the early morning hours. Luckily, this fire was contained quickly and with minimal damage due to quick notification and a quick response by Metro Fire crews.

## **\*\*NOTICE TO CLUB\*\***

*Don Chandler, a control Line and R/C flier who regularly flies at our contests had a storage unit broken into. Taken were several Top Flite warbird kits, a Sig J-3 kit, a Douglas Skyraider kit, A Dave Platt Japanese Zero kit and a Dave Platt Spitfire kit. A report to the Sheriff has been filed and Don is checking with pawn shops, hobby shops and R/C clubs in the area as well as E-Bay and Craig's list.*

*Don asks that if a stranger (hopefully) approaches you with an offer to buy one of the kits listed or hear of one for sale under questionable circumstances that he notified. If you can gather any information on the seller great but any lead will help. If this occurs contact Pete Cunha (916)541-0593 or and the information will forward it to Don. Thanks.*



**INDOOR FLYING IS BACK!!!**

# **Free Indoor Fun-Fly\***

**Sunday October 11th at NorCal Indoor Sports**

The Woodland-Davis Aeromodelers will be holding an indoor fun fly. We have found a new home at Norcal Indoor Sports in Woodland. The event will be on the main hockey rink which has almost 30' ceilings. So there is plenty of room to fly whatever you want. We will be limiting indoor Heli's to 250 size NO bigger please. \***Free** entry to the event with a valid AMA insurance card\*. Will be flying 8am-11:30am. For those with a GPS the address is below. Otherwise use the directions provided or see their web site at <http://www.norcalindoorsports.com/directions>. As always spectators are free and welcome. This month will have introductory flights for kids 8-16 as time permits. There is a full snack bar on site. We look forward to seeing everyone there.



From Sacramento:  
Take I-5 N  
Take the Main St exit toward  
CA-113/Woodland  
Turn left at E Main St  
Turn right at Pioneer Ave  
Turn left at Tanforan Ave

From Davis or Vacaville:  
Take 113N  
Exit 113N/ East St. Turn Right  
Turn Right on Churchill Downs  
Turn Right on Santa Anita  
Turn Left at Tanforan Ave



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

Date: Oct 11th 2015  
Time: 8:00am -11:30am

*Web Site:*  
[www.WDARC.org](http://www.WDARC.org)  
*Address:*  
NorCal Indoor Sports  
1460 Tanforan Ave  
Woodland, Ca 95776



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[johnneaton@sbcglobal.net](mailto:johnneaton@sbcglobal.net)

**Jet Turbine Instructors**  
**OPEN**

**Helicopter Instructor:**  
**OPEN**

**Club Advocacy**  
 Lou Fox (530) 753-9331  
[loujfox@yahoo.com](mailto:loujfox@yahoo.com)



**Next Meeting: Monday, September 14th, 7:00PM**  
 Meeting held at Woodland Library @ 250 First Street



WOODLAND/DAVIS AEROMODELERS  
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 SACRAMENTO, CA 95838