

WOODLAND/DAVIS AEROMODELERS

42875 County Rd. 29
Davis, CA

From the President Apr Newsletter 2016



It's that time again...and this is a hard job! I continue to have respect for what our past presidents have done over the years! Anyway, I hope that everyone is starting to enjoy the fruits of the wet winter building season now that we are starting to get some longer and dryer days out at the field.

On that note, whenever we bring models that have been sitting idle, or we have new models at the field, it's very important to take that extra time with them to make sure that they are ready for flight. A failure is expensive to the pocketbook, it's a loss of our valuable time and it can have a safety impact to yourself, to others, and to our facility. Take the time to pull on hinges, tighten engine and muffler bolts, check fuel lines, screws, check/cycle batteries, and pull on connectors to make sure that are fully engaged. These are the little things that can become intermittent or fail quickly and leave you wondering what happened.

So now its time for my confession: I have been working on getting my Bae Hawk jet trimmed out after getting it from my brother. It provided Mike and my dad something to fly when we went to Best in the West, but I still wasn't satisfied with the way it was setup, and still needed trim work, gear adjustments, flap travel adjustments, and gyro programming. I had made changes to the setup and had good days where I wanted to fly it, but could not do it. Finally, one day in February, I had it at the field and had already flown several flights on my Bandit when I decided to try to get a couple trim flights on the Hawk. I hastily put it together and did a pre-flight, then headed to the starting area. The flight was uneventful until I turned the gyro on (Powerbox iGyro 3, three-axis type gyro). From the time the gyro was switched on to the time the Hawk was in the ground was only



about 3 seconds! I was unable to fly the plane due to severe yaw oscillations, and was unable to switch off the iGyro because I didn't have a mental plan for what I would do if things were not right. The result was a loss of airframe and major damage to the engine. Pride severely bruised. I've had some time to think about what happened now. The root cause was a rush to fly. I was mov-

This month:

- | | |
|-------------------------------------|----------------|
| • From the President | Jeff Lovitt |
| • Meeting Minutes | Jeff Lovitt |
| • Indoor Fun-Fly | Forrest Barton |
| • Board Meeting | Jeff Lovitt |
| • Saito FG-61TS | Rich Geertson |
| • Fred Burgdorf Memorial Pylon Race | |
| • U.S. Scale Masters Qualifier | |
| • 2016 WDA Event Calendar | |

ing in a direction where I had to fly the plane and wasn't checking closely on the ground that the gyro was driving the surfaces as they should have. I really don't know exactly what happened, but I do know that I did not take the time to make sure that everything looked right on the ground, and I didn't have a mental plan for the flight in the event that the gyro had been turned up with too much sensitivity. A clear plan in my head for the flight would have prevented my loss, and potentially injury or damage to property. So, look over your models carefully as spring approaches; go about your flying with purpose; have a plan. The fun will follow!



Thanks to Ed Morgan for educating us (at the last meeting) with his float flying exploits and tricks of the trade. It was very informative. We had a nice collection of show and tell models including Monty Welch's new P38, Rich Geertson's newest Gee Bee project, John Eaton's RC assist free flight model, and Forrest's micro scale Tiger Moth that he flew in the room. I'm looking forward to seeing more interesting projects - completed or not - at the next meeting! - **Jeff Lovitt**



**March GENERAL MEMBERSHIP
MEETING
3-14-16
By Jeff Lovitt
(Mike O'Kane was not able to attend)**

Members present: Jeff Lovitt, Rich Geertson, John Eaton, Monte Pate, Kerry Roberson, Forrest Barton, Jim MacDonald, Chris Dellinger

Meeting called to order by Jeff Lovitt.

Last month's minutes reviewed, motion for approval, 2nd, and passed unanimously.
Recognition of guests and new members. No guests present.

Officer reports:

President: UAS registration deadline has passed. Please register.

Vice President: Rich Geertson recapped the Board Minutes listed in the Board meeting minutes.

Treasurer: John Eaton reported on Club treasury status.

Secretary: No secretary report.

Chair Reports:

Membership: Monte Pate was present and reported membership .

Safety: No Report.

Field Chair: Ken reports we are off to another growing season, spraying and cutting.

News Letter: The club thanks Glen Spaulding for preparing the newsletter for four years. Rich Geertson has volunteered to continue the newsletter. Rich requests that members are encouraged to submit articles for publication.

Points Chair: Kerry Roberson reports points on the WEB page is current. Gate combo is changing, current members will be notified via e-mail of new combo.

WEB PAGE: Kerry Roberson reports WEB page is current

Events Reports: Pro Bro Event: no report.

Old Business: see the Board Minutes.

Break

Guest Speaker: Ed Morgan. Ed Morgan gave a presentation on float flying. Do's, Don'ts, Setup of airplane, Flying Skills, and Support Equipment items needed were demonstrated.

Show N Tell: Rich Geertson showed his Byron Gee Bee in progress: 25% scale. Fiberglass fuselage, cowl and rudder. 75" built-up wings, foam sheeted tail. Saito 61cc 4 stroke gas twin engine. John Eaton: RC assist Old Timer FF model. Ed Morgan: Float Fly aircraft and all necessary accessories for float flying. Forrest Barton: Hobby People Micro Tiger Moth. Monty Welch: ESM P-38



WDA Meetings are held on the 2nd Monday of every month at the Woodland Public Library in the "Leake" room.

250 1st St, Woodland, CA 95695

- Board Meetings go from 6pm to 7pm (members are welcome to attend)
- General Club meeting 7pm to 8:30pm

WDA General Club meetings are open to the public. Members and those interested in joining WDA are encouraged to attend!

Bring your latest purchase or project and let us see what you are up to!

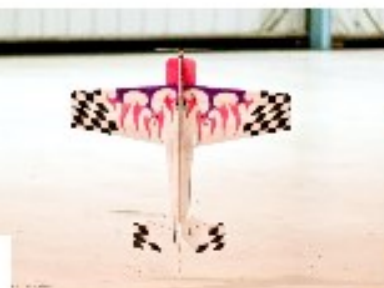


INDOOR FLYING IS BACK!!!

Indoor Fun-Fly

Saturday 9 Apr - NorCal Indoor Sports

The Woodland-Davis Aeromodelers will be holding an night time 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. \$5 entry to the event with a valid AMA insurance card. Will be flying 8pm-Midnight. 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: Apr 9th 2016
Time: 8:00pm -Midnight

Web Site:
www.WDARC.org
Address:
NorCal Indoor Sports
1460 Tanforan Ave
Woodland, Ca 95776



Board Meeting

March 14, 2016

By Jeff Lovitt

Members present: X Rich Geertson, X Jeff Lovitt, X John Eaton, Mike O'Kane,
X Monte Pate, X Jim MacDonald, X Kerry Roberson, X Chris Dellinger, X Forrest Barton
Meeting called to order by Rich Geertson
Meeting agenda as posted on the Club forum with the following additions.

OLD Business

- Lifetime Member Renewal Process: Treasurer, John Eaton proposes that a system be put in place whereby WDA life members are automatically renewed as members of the club through verification of their AMA membership standing. **This mechanism to be devised by John Eaton who will maintain the club database and communicate this to the Club Membership Chair. Item Closed.**
- Life Membership By Law Change: **A draft of the bylaw change to reflect the occurrence of a Life Membership in our structure was presented. It was determined that past revision to the by laws had to be recorded with the State of California and it was determined that John Eaton would confirm with our Acct Pam Manini if a change of this magnitude would require resubmittal. Item Open.**
- Picnic Tables; purchase approved at the last meeting. Purchase of frames confirmed, qty of 6 sets of frames to be ordered. **Jeff Lovitt to order Belson Outdoor Galvanized, Heavy Duty Frames. JL to confirm delivery location. Item Open**
- Snack Shack water storage, Art Williams has picked up and stored the tank at the field, tank has an electric pump and will be used for non-potable clean-up. **No Action at this Time. Item Open.**
- Book keeping and account status: Question regarding the annual audit were asked, John and Jim commented that we are using a certified accountant to help with the Clubs filing and book work but an actual account audit is not performed by the CPA. Discussion was made regarding the lack of return on the bank account, Rich and John made comments regarding direction towards no load funds and other options. It was discussed that after review, the returns available on our funds are very low unless we take on market risk. **Action at this time is to leave funds in their current deposits. Item Closed.**
- Club requirement to contact Growers Field. John has drafted a letter that will meet the Club requirement to notify Airports that the Field is within 5 miles of our location. Draft was reviewed, John will follow-up with the Growers Field owner. **John Eaton presented an original document signed by Growers Air Service Representative. Document to be provided to Secretary for filing. Item Closed.**
- End of Board members terms. **It was determined through a random draw that the board members terms will be as follows:**

Expiring end of 2019: Kerry Roberson

Expiring end of 2018: Chris Dellinger

Expiring end of 2017: Forrest Barton, Jim MacDonald

Expiring end of 2016: Monty Pate

Item Closed.

NEW BUSINESS:

- Rich Geertson has been appointed as our new Newsletter Editor. The Board thanks Glen Spaulding for his years of service in this capacity. **Item Closed.**
- Eric Mills has requested that a hardship be granted for his membership this year. The board unanimously approved the request due to Eric's health problems. The board did ask that efforts be made to earn points and help the club where possible. **Item Closed.**
- Mower: The board was presented with options from the field committee for the mowing needs at the field. One option considered was an engine replacement in the old John Deere mower. Bill F. presented a cut sheet for a tow behind, self powered mowing attachment that we can pull with a tractor, ATV, etc that will address our mowing concerns. It was determined that the board should allocate \$2500 dollars toward the purchase of said mowing attachment in lieu of buy a motor for an old mower. The motion was requested and seconded and the vote carried unanimously to proceed. **Item Closed.**
- Shade Structure repair. John Eaton is reviewing the materials that we may have access to at scrap cost from Heidrick from which we could build our own structure to accommodate our existing covers. **Item Open.**

FUN BEING A CRAFTSMAN

-from April FLY RC magazine, "RC Glider" column,
Mike Lee, author

"The RC world today is a very different world than it was 20 years ago. This was a time when most models were derived from balsa and plywood kits. In short, you purchased a box of precut (or sometimes uncut) balsa wood with a few lengths of lite aircraft plywood and a huge piece of paper upon which the instruction were printed. Given some time, some enthusiasm and the ability to read the plan to assemble the airframe, you would end up with a bare-bones aircraft that needed to be covered so that the structure of the ribs and spars became a wing that was aerodynamically fit. In about three to six weeks, you ended up with a ready to fly model and, if you were to gain the approval of your club members, you made sure it was sanded to contour, neatly done, straight and true. The ultimate goal was to fly without making trim corrections. If you could do this, you were a craftsman. You had arrived.

Then along came the ARF (almost Ready to fly), quickly followed by the RTF (Ready to Fly) and then came foam. In order to satisfy the demand for a plane could be ready to take to the air within hours of opening the box, the methods of mass production turned to foam models. No doubt, anybody who is currently flying RC knows about it, but most of these people do not know how to be a craftsman. The result? If you are good at constructing models or repairing damaged models, you can get some real deals from club swap meets, model social meeting places, like RC Groups or just from other guys at the field."

The new Saito FG-61TS Gas

My Byron Gee Bee was designed to be powered by the venerable Zenoah G62 combined with Byron's Purr Power muffler mounting unit. What's not to like? For its day – NOTHING. But that was the mid '90's. In 2016 we have many more engine choices.

Single cylinder gas engines vibrate; some more, some less, but there is no way to dynamically balance a single. And two stroke singles sound more like a chainsaw, than a real airplane – Even with an excellent muffler system, there is no way to change this substantially.

Weight and balance are critical with a Gee Bee, so my engine choices were limited to something comparable to the Zenoah/Purr Power combo. Example: A DA50 or 60 would provide ample power, but the weight difference is so extreme, it is doubtful I could've balanced the Gee Bee even with all internal equipment mounted directly behind the firewall. I considered the DA70 twin – much smoother than a single - but still 2 pounds lighter than the recommended power and no mistaking that 2 stroke sound... I actually created a spreadsheet so that I could compare all the possible engine considerations, and based on my criteria, the SAITO FG-61 appeared to check all the right boxes.

Before purchasing the new Saito from Horizon, I first searched for a discount coupon online...

Did you know that many companies offer discount coupons not listed on their sites? I found a 10% discount coupon and used the code during check-out, which applied the discount to my engine purchase (\$100 was nothing to sneeze at!). Unfortunately, the state of CA has managed to sink its tax talons into Horizon (in Illinois) and our exorbitant CA sales tax was also levied on the engine when I completed the purchase. Good news is, my tax dollars will help build a high speed rail to nowhere, but I digress...



The Saito arrived

and I was pleased, though not surprised, to find the engine very well packed. A comprehensive set of tools was included along with flexible exhaust pipes, ignition system and instructions. Including tools is always a very nice touch and fairly unique among manufacturers.

This "new" Saito—which is a bored out version of their 57cc twin—exhibits two other unique features not associated with a conventional RC GAS engine: its carburetor is not a Walbro, or Tillotson, or a copy of either; the Saito carburetor appears to be an amalgam of their 4 stroke glow and a typical gas pumper carb with features common to both.

Breaking in the Saito was also a huge departure from conventional gas break-in: a 'normal' gasser break-in consists of running the engine at a very slightly rich setting, often with a 32:1 ashless mineral oil. After burning a few gallons, tuning for just shy of maximum performance and switching to 50:1 synthetic oil is the rule of thumb. With a conventional 2 stroke gasser, you NEVER want to run the engine super rich for a prolonged period. The Saito break-in instructions called for two tanks of gas using a high quality synthetic mixed @ 15:1, and opening both the low and high speed needles until, at $\frac{3}{4}$ throttle, the engine was maxing out at about 3000 rpm. We're talking BLUBBERINGLY RICH! The instructions (in Japanese/English) even described the engine being so rich that it was likely one or both cylinders would be misfiring and to "disregard it – let it keep running this way." Although recommended fuel tank size was not specified, I used the same 24 ounce tank that will be used in the Gee Bee – but it did specify a 22x10 propeller. I chose a XOAR 22x10.

The ignition allows anything from 4.8v to 8.4v (2S Lipo). I used a 2S

A comprehensive tool kit is a nice touch and welcome accessory

Filling and
glassing the well-
used surface of my
engine test stand



Lipo.

My trusty engine test stand had been drilled for so many different mounting holes that the mounting surface looked like Swiss cheese! And despite recently auguring a large hole to accommodate the rear-mounted carburetor of my Roto 85 flat twin, the Saito carburetor required that I enlarge the hole even more. Before testing the Saito, I felt it wise to restore the structuring integrity of the test stand by filling every hole with a hardwood dowel, sanding smooth and covering the face with heavy fiberglass cloth and resin. Once completed, I was ready to mount the Saito.

My usual routine of choking at half throttle with ignition OFF, then low throttle plus one click ignition ON, and the Saito came to life with perhaps 7 stabs at the prop. Running at a fast idle, I allowed it to warm then began advancing the throttle; reaching perhaps 1/3 throttle and already exceeding 3000 rpm, I shut down the engine and proceeded to open the HS needle further. Another quick run and I needed to open both the Low and High speed needles until at about 3/4 throttle, the Saito was loping along at just over 3000 rpm. I literally walked away from the engine and let it run through the first tank, repeating the procedure for the second tank, checking on it every so often. Although not a loud engine, it does exhibit its own unique BARK and I seriously doubt my neighbors appreciated an hour of the Saito's wonderful song...

After two very rich tanks I set the needles back to factory settings and ran another tank, only this time exercising the throttle through the full range of RPM. The engine idled beautifully and throttle response was instant. I went to full throttle only for very brief periods. Most of the tank was spent running at a slightly rich 3500 rpm. With prolonged idling, the engine would begin to load up, indicating the low speed needle was still a bit on the rich side.



Lots of OIL slop
is evident on the
prop from the
high oil content of
the break-in fuel

Having never run a gasser with this much oil in the mix, it is also possible the engine was loading up from the sheer volume of oil... I don't know. Tweaking the LS needle another ¼ turn lean, the idle, recovery and top end were more than satisfactory and I could see the engine was going to be plenty of power for the Gee Bee. With a rich top end, the Saito would hit 6300 rpm with the 22x10 and I could sense there was more there, but didn't want to push it.

Saito states an operational RPM of 1400 to 7400.

Just for grins, I attempted to start Saito, stone cold, with NO CHOKE. I flipped and flipped, and could even see fuel drawn into the carburetor, but the engine would not bark. The instructions state that IF an electric starter is used, choking isn't necessary. But to me, one of the reasons to use gas is to ELIMINATE extra "stuff" and a starter and battery is just more stuff I don't want to mess with. A good choke had the cold Saito off and running right away. Then after allowing it to sit and cool for about 15 minutes, just one stab at the prop and she was running again. The warm Saito starts right up by hand, no choke. Speaking of the choke, the Saito uses a very unconventional method of choke actuation... it is a long rod with a threaded end that screws into a choke sleeve in the low speed needle opening in the center of the throttle arm. The rod can be removed and left intact, but should be supported if left screwed in.

More running and needled tweaking and I found the "too lean" low speed needle setting, which would cause hesitation when throttling up, so I richened the LS needle ¼ turn. Even after prolonged idle, recovery is very good. Top end is still limited to about 6300 rpm.

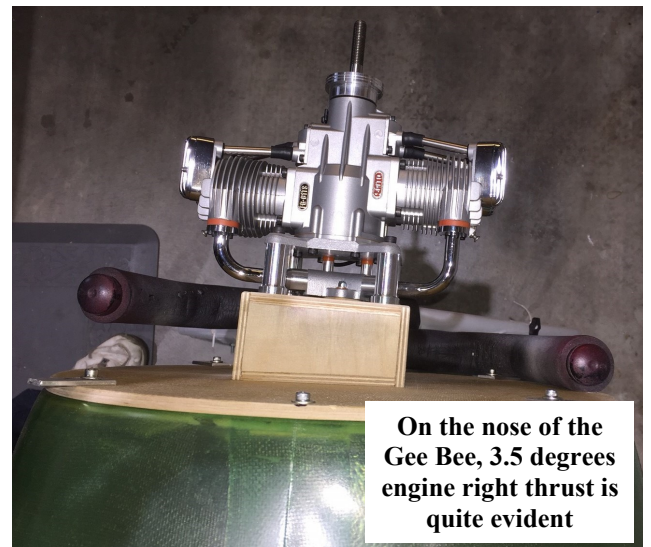
Another advantage of gas is FAR less mess than glow... well... I can tell you that running 15:1 fuel/oil mix IS MESSY! Granted, the oil used in a gasser is much easier to clean off than glow sludge.. but this much oil in the gas makes for far more of a mess than the traditional 50:1 so often prescribed for modern gassers. But the reliability and economy of gas (in my book) still far outweighs even excess oil mess, and I expect this to get a bit better once I am running Red Line 20:1 and the engine is fully run-in and tuned.

Since I yet to FLY this engine, an objective opinion of its performance is impossible at present. And it isn't without its flaws... the CHOKE mechanism is, in my opinion, ridiculous. Saito could have provided a very simple mechanism, but instead tried to get clever and the result is not to my liking. It may be they felt a choke was unnecessary when using an electric starter, but one of the huge appeals of gas (to me) is NOT needing an electric starter. Throughout the break-in process I have also observed the left cylinder emitting FAR more exhaust smoke than the right. There is also considerable oil weeping from around the exhaust flange, whereas the one on the right is squeaky clean. This may indicate an uneven fuel distribution and burn? However, temperature and plug readings do not support this theory....Both cylinder heads are within 10 degrees of each other at all RPMs and both spark plugs look identical. I spoke with Horizon tech support and they recommended I check the valve clearances as we may have a valve not closing completely. I have yet to perform a valve adjustment, but will. Combined with that and a switch to Red Line oil at 20:1, I will have a better feel for what to expect from the engine, long term. But, ultimately, IN-FLIGHT performance will provide the final judgement.

Richard Geertson



Nothing compares to that nice four-stroke exhaust bark! (not sure my neighbors all agree...)



On the nose of the Gee Bee, 3.5 degrees engine right thrust is quite evident

Fred Burgdorf Memorial Pylon Race

April 23rd and 24th, 2016

Race Site: Woodland/Davis Model Club

www.wdarc.org

Advance Registration will be accepted and is encouraged
(Advance Entries must be Post Marked on or before April 9th)

Entry Fees per Day: \$30 (or \$35 after Apr. 9th) for AMA 422 and AMA 426
\$25 (or \$30 after Apr. 9th) for EF-1 (\$15 for WDARC members)

CLASSES: AMA 422 (608' long course), AMA 426 (475' short course), and EF-1 (475' short course)
FORMAT: Two, one day events, with all three classes on both days

Entries are Limited to 3 Pilots per group (frequency)

Info: Robert Holik
Phone: 530-661-0399
E-Mail: info@apcprop.com

Time Schedule

Friday

All day test flying with pylons

Saturday

8:00 Registration closes
8:30 Test flying closes
8:45 Pilots meeting
9:00 First heat starts

Sunday

8:00 Registration closes
8:30 Test flying closes
8:45 Pilots meeting
9:00 First heat starts

NOTE: Model inspections will be available all day Friday until 4:00pm

Recommended Hotels

Days Inn & Suites
4100 Chiles Rd.
Davis, CA 95618
(530) 792-0800

Quality Inn & Suites
1562 East Main St.
Woodland, CA 95776
(530) 666-3050

Hampton Inn & Suites
2060 Freeway Dr.
Woodland, CA 95776
(530) 662-9100

La Quinta Inn & Suites
1771 Research Park Dr.
Davis, CA 95618
(530) 758-1771

Advance Entry Form:

Name _____ AMA _____ Send to:
Address _____ Robert Holik
City _____ State _____ Zip _____ NMPRA # _____ 1222 Harter Ave.
Phone _____ E-mail _____ Woodland, CA 95776
2.4 GHz (Y or N) _____ Freq (if 72MHz) _____ Classes (circle all that apply) _____ 422 _____ 426 _____ EF-1 _____
Teammate #1 _____ Teammate #2 _____

Please make checks payable to: Woodland/Davis Aeromodelers

DO NOT SEND ENTRIES BY METHODS THAT REQUIRE SIGNATURE ON DELIVERY



U.S. Scale Masters 49'er Qualifier

May 14-15 2016 at the Woodland-Davis Aeromodelers Henson-Bergdorf Field located between Davis and Woodland, CA.



Expert- Team- Advanced- Pro/Am Pro- Pro/Am Sport

Rules: US Scalemasters 2016 Rules

AMA Sanction: 16-365

Entry Fee: \$30.00 (WDA members 25.00)

Schedule of Events:

- Friday May 13: Open practice flying.
- Saturday May 14: Registration starts at 7:30 am, Static Judging starting at 8:00 am, Flying Rounds to follow.
- Sunday May 5: Completion of Flying Rounds. 4 to 5 flight rounds in total expected.

The 49'er is back for 2016! This years qualifier will be a qualifier for the Finals which will be held here at Woodland-Davis Aeromodelers in Fall 2016. Please note that rules in place for this year only require that a minimum score be achieved to qualify instead of competing for a limited number of qualification spots. Additionally, the Pro/Am categories are geared toward modelers who are not required to have built their models. ARF's are eligible!

Please see www.usscalemasters.org for current competition guide. All entrants must have current AMA membership card, and pilots of turbine powered aircraft must present current AMA turbine waiver documents.

See www.wdarc.org for field information

Contest Director: Jeff Lovitt, 1717 Mariposa Circle, Davis CA 95618

Email: jlovitt@sbcglobal.net Phone: 650-504-6063 (cell)

Please make checks payable to "Woodland/Davis Aeromodelers"

WDA 2016 Events Calendar

| <u>DATE</u> | <u>EVENT</u> |
|---------------|---------------------|
| Apr 9th | WDA Jet Fly |
| Apr 16-17 | Float Fly #1 |
| Apr 23-24 | Pylon Race |
| May 14-15 | 49'er Qualifier |
| May 26-30 | Castle |
| June 11th | AMOS Warbirds |
| June 17-19 | AMOS Jet Meet |
| June 25-26 | AMA Pattern Contest |
| June 25-26 | U/C Stunt Fest |
| July 16-17 | Wings of Victory |
| July 17th | U/C ARF Off |
| Aug 6th | Golden Age |
| Aug 13th | Old School R/C |
| Aug 21st | Livermore Warbirds |
| Aug 20-21 | U/C Goyet |
| Sept 5th | Labor Day |
| Sept 14-18 | Reno Air Races |
| Sept 17-18 | U/C Meet n' Meat |
| Sept 22-24 | Heli Masters |
| Sept 29-Oct 2 | Scale Masters |
| Oct 8-9 | Norcal Pro Bro |

10th Annual All Hobbies SWAP MEET

May 14th 2016

8am ~ 2pm

Presented by:

**The Wine Country Flyers
and Jake's Performance Hobbies**

Swap open to All Hobbies. RC Airplanes, Heli's, Quads, Cars, Crawlers, Boats, Drones, Trains, Plastic Models, Rockets, Die-Cast and More.

Swap Meet starts at 8AM, with set-up at 7:30am.

No Early Bird selling, or parking lot deals.
(both parties will be asked to leave)

Coffee and donuts will be for sale.

Come see displays from local Hobby Clubs!

10th Annual, bigger and better, 100+ tables!

Tables are \$10 reserved, \$15 day of the Swap.
Vendors are welcome, \$20 per table.
Tables are provided, limit 3 per person

Buyers Entry Fee \$3.00 (Kids under 12 FREE!)

Hobby Swap will be in the Main Hall of the
Santa Rosa Veterans Memorial Building.
1351 Maple Ave. Santa Rosa, CA 95404

For questions, or to reserve a table,
contact Adam at adamclement@gmail.com
or Jake at jphracing001@aol.com
See www.WCFlyers.com for more info.

All Hobbies welcome!

Buy-Sell-Swap
Swap Meet!
Buy-Sell-Swap



Largest Indoor Hobby Swap in Northern California!

WDA Officers and Board

President: Jeff Lovitt (916) 889-3300

jlovitt@sbcglobal.net

VP: Rich Geertson (707) 693-9537

geertson@sbcglobal.net

Secretary: Mike O'kane (530) 796-4377

mokane@cableview.tv

Treasurer: John Eaton (530) 681-5316

johneaton@sbcglobal.net

Board members:

Forrest Barton (530) 662-6324

cbarton328@aol.com

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jdmacdonald@ucdavis.edu

Chris Dellinger (707) 446-9647

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Monty Pate (530) 308-8050

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Kerry Roberson (707) 447-2701

kroberson@jccomp.com

WDA website

www.wdarc.org

Woodland Davis Aeromodelers
42875 County Rd. 29
Davis, CA

WDA Cabinet

Membership

Monty Pate (530) 308-8050 montypate@sbcglobal.net

Safety Officer

John Lett (916) 667-3627 lettaviation@aol.com

Field Maintenance

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

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Newsletter Editor

Richard Geertson (707) 693-9537 geertson@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:

⇒ John Eaton (530) 681-5316
johneaton@sbcglobal.net

Jet Turbine Instructors

⇒ OPEN

Helicopter Instructor (Only):

⇒ OPEN



Next Meeting: Monday, April 11th 7:00PM

Woodland Public Library "Leake" Rm., 250 1st St, Woodland, CA



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