

# WOODLAND/DAVIS AEROMODELERS

42875 County Rd. 29  
Davis, CA

## May Newsletter 2016

### From the President



Well, spring has sprung. The grass is growing, the days are getting longer and it looks like we are well into flying season! We have already had some events including the Jets, Pylon Races and float fly. Check them out if you haven't before.

**Snack Shack**—I would like to thank Ben Ponzo, who has graciously stepped up to serve as our snack shack coordinator. Ben has helped out a lot of events over the years, and even a few ordinary flying days by cooking for everyone. Please join me in thanking Ben for helping out. Ben will be needing manpower to get this done at our events that will be coming up this year so please help out if and when you can.

**Field**—A big thanks for our field crew for staying on top of the maintenance and mowing at the site. We are working on a solution for the shade structure at the food area, but we want to make sure that we come up with the right solution so that we don't have a failure again. The combination of rain and wind caused substantial damage to our shade structure by the snack shack and we need to look at what we can do to prevent that from happening going forward. Our shade fabric survived that event in very good shape, so we are working on finding a frame system that will hold up to the occasional winds that come from the north.

**UC Davis Aerobrick**—The UC Davis Aerobrick team has been testing their latest heavy lift design for competition. They have engineered an electric powered, composite structured heavy lift aircraft to meet the specific requirements of the Engineering Society contest. This event pits teams from universities all over the country against each other to see who can design a vehicle that is capable of maximum lift capacity, and that can maintain controlled flight within specific design parameters including power, wing area, tail area, etc. These planes become very challenging to fly with the maximum payloads and represent significant efforts in design, fabrication, piloting and structural fabrication. Their payloads often exceed the aircraft empty weight. I stared inside the plane a few weeks ago prior to its test flight and found that they had blended foam and carbon fiber structures with aluminum to come up with a rigid structure that is very strong through the center section of the airplane, yet allows a show box sized open space in the middle of the fuselage for payload. Their first test flights appeared to go well, so I look forward to sharing an update on their efforts.

Anyone try night flying? I plan to bring my Bruce Tharpe Flying

King to the next meeting that I converted for night flying. It has external LED Nav and strobe lights, as well as internal multicolor led lighting as well. It was a fun exercise and the new generation of LED lights really make for a bright, reliable system that is also colorful and dynamic. The attached photos show the fuselage only with the lights on a red setting and with a blue setting. The miniature controller allows the lights to be programmed to blink, blend from one color to the next or stay on one of several colors.

All for now... See you at the meeting. **Jeff Lovitt**



# This month:

- **From the President** Jeff Lovitt
- **April Meeting Minutes** Jeff Lovitt
- **April Meeting Show N Tell** Rich Geertson
- **FAA Reauthorization Act of 2016** Rich Geertson
- **April Board Meeting Minutes** Jeff Lovitt
- **Indoor Fun-Fly** Forrest Barton
- **Platt's Laws of Scale Modeling** Dave Platt
- **U.S. Scale Masters Qualifier** Jeff Lovitt
- **2016 WDA Events Calendar**
- **Wine Country Flyers Swap Meet**

## **April GENERAL MEMBERSHIP MEETING 4-11-16**

**By Jeff Lovitt (Mike O'Kane was not able to attend)**

Members present: X Jeff Lovitt, X Rich Geertson, X John Eaton, Mike O'Kane, X Monte Pate, X Kerry Roberson X Forrest Barton X Jim MacDonald X 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. Pat Gordon, John Bridgtes, Cameron (last name missing)

### **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. 96 members.

**Safety:** No Report.

**Field Chair:** Ken reports we are off to another growing season, spraying and cutting. Time for a work party to runway repairs, patches, etc. To be scheduled.

**News Letter:** Rich reported that he is always looking for content and to send contributions by 25<sup>th</sup> of the month.

**Points Chair:** Kerry Roberson reports points on the WEB page is current.

**WEB PAGE:** Kerry Roberson reports WEB page is current. Content is always welcome.

### **Events Reports:**

April 9 Indoor, by Forrest Barton

April 9 Jets, by Monty Welch

May 1 Float fly by Randy Sizemore

April 22, 23 Pylon Race by Robert Holik

**Old Business:** see the Board Minutes.

### **Break**

**Guest Speaker:** Monty Welch showed off his newest P38, a Motion RC foam P38 with electric retracts, lights, three bladed props, gear doors, and about 14 servos. Monty reports that it is a good flyer and would be suitable for melee use if everyone else gets one. Hint. Hint.

Daniel Morgan presented his Great Planes P51, which is kit built, and ready for its maiden flight. It has an HB engine, retracts and utilizes a 4 blade (APC, of course) prop. Nice job Daniel.

**SEE SHOW N TELL, next pages...**

**WDA Meetings are held on the 2nd  
Monday of every month at the Wood-  
land 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 in-  
terested in joining WDA are  
encouraged to  
attend!**

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



# April meeting Show N Tell

Monty Welch brought in his Flightline RC P-38 sold by Motion RC. This very detailed foam war bird features a 63" span and weighs 8 pounds. The plane comes with electric retracts and 13 factory-installed servos operating a full complement of features one would find on the full scale bird. With two 4S Lipo packs, flight times are about 4 minutes. Monty says these are so popular, each shipment is sold-out before they even ship!



Lou Fox showed off his Laser 200 "flatty" from Tower Hobbies. With a 33.5" span and made from 3mm depron foam, Lou said the model is very fragile. The Laser features generous use of carbon fiber reinforcement struts. The 250 size brushless motor and 12A ESC were acquired from Hobby King. Ready to fly weight is about 6 ounces.



Daniel Morgan had his Great Planes P-51 Mustang done up in one of the "Old Crow" schemes of WWII. The plane has mechanical



retracts which Daniel reports have been quite a challenge to operate reliably. This kit-built warbird has a wing span of 57 " and weight is approx. 6 pounds. The plane has an HB .40 w/PDP porting, spinning an APC 4-blade propeller. The maiden flight plus two additional flights have been uneventful.



**Bring YOUR latest project for Show N Tell, even if it's not finished...we want to see it!**



# What SB 2658 Means to ME – and probably to YOU

By Richard Geertson

*PREFACE... prepare yourself for a very dry read... keep eye drops and/or Kleenex handy..OR.. If you're like me, keep breakable or volatile objects out of reach! Please realize that much of this is MY understanding of what is going on, and I fully accept that my interpretation may be incorrect (actually, I HOPE it IS). Be forewarned... I DO express an opinion, which in this politically-correct day and age, may be considered controversial....*

On April 19<sup>th</sup> the U.S. Senate passed the **FAA Reauthorization Act of 2016 (SB 2658)**. The bill will now go to the House of Representatives for their up or down vote OR they could propose amendments OR alternative legislation. Assuming the bill passes both Houses, it will then go to the President's desk for signature and become law by July.

SB 2658 is a 298 page bill, much of which has nothing to do with unmanned, remote controlled aircraft. However, those provisions of the bill which do address UAS (unmanned aircraft systems), or "drones," will have a profound impact on our hobby as we have known it for decades.

While it would take many pages to highlight all the threats to our hobby, the worst provisions could impact the hobby industry and would likely make supporting existing products or bringing new products to market, cost-prohibitive, lest the retail prices go up exponentially. As it is written, SB 2658 will impose onerous regulations on businesses that market radio controlled aircraft, making them subject to government testing and public disclosure of performance and privacy standards. Here is just a small paragraph from the bill:

## **Requirements For Unmanned Aircraft Systems**

The bill would impose a mandate on owners and operators of unmanned aircraft systems by authorizing FAA to assess fees to recover the costs of regulatory and administrative activities related to the authorization of unmanned aircraft systems. The bill also would prohibit any person from selling an unmanned aircraft system that does not comply with the standards on airworthiness to be adopted by the FAA. If the FAA were to apply those requirements to unmanned aircraft systems that may be operated under current law (such as model aircraft), sellers of those aircraft would have to comply with a new mandate. The cost of the mandate would depend on the nature and scope of regulations to be issued by FAA, but could be substantial considering that industry sources project sales of 100,000 or more such units annually. Additionally, the bill would prohibit any person from selling an unmanned aircraft system unless a safety statement is attached to the unmanned aircraft or is included in its packaging. The bill also would establish a test on aeronautical knowledge and safety for operators of some unmanned aircraft systems.

For the RC hobbyist, FAA testing would be imposed as well as proof of successful passage would have to be produced at the behest of any law enforcement officer. HOWEVER, the bill does contain a waiver, of sorts, specifically pertaining to model aircraft. It reads as follows:

## § 44808. Special rules for model aircraft

“(a) IN GENERAL.—Notwithstanding any other provision of law relating to the incorporation of unmanned aircraft systems into Federal Aviation Administration plans and policies, including this chapter, the Administrator of the Federal Aviation Administration may not promulgate any new rule or regulation specific only to an unmanned aircraft operating as a model aircraft if—

“(1) the aircraft is flown strictly for hobby or recreational use;

“(2) the aircraft is operated in accordance with a community-based set of safety guidelines and within the programming of a nationwide community-based organization;

“(3) not flown beyond visual line of sight of persons co-located with the operator or in direct communication with the operator;

“(4) the aircraft is operated in a manner that does not interfere with and gives way to any manned aircraft;

“(5) when flown within 5 miles of an airport, the operator of the aircraft provides the airport operator, where applicable, and the airport air traffic control tower (when an air traffic facility is located at the airport) with prior notice and receives approval, to the extent practicable, for the operation from each (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));

“(6) the aircraft is flown from the surface to not more than 400 feet in altitude; and

“(7) the operator has passed an aeronautical knowledge and safety test administered by the Federal Aviation Administration online for the operation of unmanned aircraft systems subject to the requirements of section 44809 and maintains proof of test passage to be made available to the Administrator or law enforcement upon request.

(d) MODEL AIRCRAFT DEFINED.—In this section, the term ‘model aircraft’ means an unmanned aircraft that—

“(1) is capable of sustained flight in the atmosphere; and

“(2) is limited to weighing not more than 55 pounds, including the weight of anything attached to or carried by the aircraft, unless otherwise approved through a design, construction, inspection, flight test, and operational safety program administered by a community-based organization.”.

If all of this has your head spinning, keep in mind this is just the tip of the proverbial ice berg. Notice the previous ‘suggestion’ that we fly below 400 feet is now mandated. Notification of airports within 5 miles is also mandated, with the airport operator given the final say-so as to whether or not we can fly our models.

If you’ve been paying any attention to this developing disaster, you would know that the AMA has been urging members to write their Senators, pushing passage of Senator Inhofe’s amendment to the bill (3596) which would EXEMPT radio controlled model aircraft – as defined in Section 44808 – from SOME of the regulations imposed by SB 2658.

The mandate that we seek permission to fly from any airport within 5 miles has the modifier “to the extent practicable” and the mandate that every RC pilot pass a “aeronautical knowledge and safety test administered by the FAA” is modified to “an aeronautical knowledge and safety test administered by the community-based organization” – ostensibly, our own RC club or the AMA and not necessarily the FAA. WHAT would prevent that from changing at the whim of the FAA?

Inhofe's amendment does not seem to alleviate any of the regulations imposed on the UAS industry, and unless someone can show me where our industry 'niche of fixed and rotary wing RC aircraft built and flown strictly for hobby use' is excluded, I am assuming the entire industry would be impacted, which would in fact drive up the cost of doing business to the point of being impractical in many cases. The "ma and pa / garage-based" RC entrepreneurs would find doing business in such a heavily regulated environment would be too expensive and even many larger enterprises would decide it's no longer worth the ROI. And of course, this begs the question as to whether foreign producers would be subject to the FAA imposed industry mandates?

I don't mean to sound like a little black rain cloud, but it appears to me the demise of our hobby as we have known it and safely enjoyed it for decades, is at hand thanks to a one-size-fits-all government approach to mitigating the perceived and anticipated hazards of unmanned aircraft. Our governing body, the Academy of Model Aeronautics, has been mostly ineffective at educating / lobbying Congress to understand the vast differences between: Radio Controlled aircraft built and flown according to AMA safety guidelines at a sanctioned AMA clubs/fixed base operations VS. camera-toting drones the 10 year old kid just purchased at Fry's electronics, which he now uses to spy on the 18 year old hottie sunbathing in her backyard! The AMA also seems to have failed to effectively make the case for a superlative safety record amassed by responsible RC hobbyists, operating their models at sanctioned flying fields according to AMA guidelines, for many decades. Perhaps I sound like a Monday morning quarterback, beating up on the AMA, and to some extent, that perception may be accurate. But the fact remains that OUR governing body – the Academy of Model Aeronautics – the entity to which we have pledged our obedience and annual dollars, has failed to separate and protect our hobby from being lumped together with UAS vehicles that have nothing whatsoever to do with our endeavors. The results of this failure are just now being felt via the recent requirements that we register with the FAA as pilots and visibly label all our aircraft accordingly. Now with the passage of SB 2658, despite the "Special Rules for model aircraft" AND the potential passage of amendment 3596, we who have built and flown RC fixed and rotary wing aircraft for decades with relative autonomy, are now on the FAA's radar. In some respects, subjecting the RC industry to government regulations is even worse, as our sources for products, many of which were labors of love owing to razor-thin margins, will simply vanish from the marketplace.

Another caveat I found disturbing in SB 2658 fell under SPECIAL RULE FOR MODEL AIRCRAFT -

"Section 336 of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 40101 note) and the item relating to that section in the table of contents under section 1(b) of that Act (126 Stat. 13) **are repealed.**"

SEC. 336. <<NOTE: 49 USC 40101 note.>> SPECIAL RULE FOR MODEL AIRCRAFT.

(b) Statutory Construction.--Nothing in this section shall be construed to limit the authority of the Administrator to pursue enforcement action against persons operating model aircraft **who endanger the safety of the national airspace system.**

In other words, the litmus test of whether or not the operation of our RC aircraft is "dangerous or unsafe," **NO LONGER APPLIES**; that threshold is no longer required for the FAA to intervene. They can intervene for ANY reason they concoct. But wait... it gets even worse... Sen. John Thune's Amendment 3679 also addresses "model aircraft" and provisions within SB 2658. To date, there are 104 additional amendments to amendment 3679, which itself is 500 pages and over 93,000 words! I challenge ANY sane person to wade through the mountainous morass of legalese and come away with a) their sanity, b) ANY sense of what path traditional RC hobbyists are supposed to follow to remain within the law? It is easy to see why government costs so much and our liberties continue to disappear. I believe this is all BY DESIGN, but maybe that's just me...



Ultimately, I blame big government. Yes, the AMA is our governing body and we would like to think they can protect our hobby, but WHY are such protections necessary? - **and I again reiterate - this article and these opinions are MY OWN and in no way represent WDA, its officers or its membership...** WHY do we need “protections” from our own government??? For the same reasons our Founders created the Bill of Rights! They feared (and were prescient in fearing) **GOVERNMENT becoming TOO DAMN BIG and INTRUSIVE**. Bureaucrats like nothing more than to make laws for problems that do not exist, but could exist; this makes them feel important and stokes their annual budgets. It also gives the public the illusion of safety, all the while eroding our individual liberties.

Want to know how to deal with idiot drone pilots who fly their craft in commercial airspace or invade people’s privacy? **GO AFTER THE PERPETRATORS AND THROW THE BOOK AT THEM!!** Don’t throw a dragnet over everyone who flies anything RC. We see the same mentality when it comes to gun control and unfortunately, American demographics are changing so rapidly and education is so inadequate, that more and more Americans are willing to exchange liberty for the promise of safety. Of course the age-old: “When they came for me, there was no one left to speak out.” ~ Friedrich Gustav - also applies since we RC hobbyists aren’t of much concern to the public at large, so the loss of our hobby is of little consequence to the masses.

The Congressional Budget Office states the FAA Reauthorization Act of 2016 will cost \$16.7 Billion over ten years. But what is particularly interesting (i.e. infuriating) is that those costs are mostly front-end loaded. 2017 costs are estimated at \$10.5 Billion, although \$13.3 Billion in funding is already allocated for 2017. Compare that to ‘spending cuts’ which are ALWAYS back-end loaded... meaning, Congress proposes spending bills where all the cuts are 10 years away, by which time new Congresses have already pronounced previous spending bills null and void. How long will We the People sit idly by and allow ourselves to be assaulted by these liars in nice suits? **...now climbing down from my political podium...**

My hope is that somehow the AMA will eventually SEPARATE (by classification, capability, controls, modes of operation, and insurance) what WE DO at private, sanctioned, AMA club sites - from - the RC vehicles that have propagated public airways and fed into FAA scrutiny. In the meantime, please go the AMA website and contact them with your concerns and also, please let your Senators know that you support Senator Inhofe’s amendment (to the FAA Reauthorization Act) 3596!

Since writing my letter to Dave Mathewson, Executive Director of AMA - who then forwarded it to AMA President, Bob Brown - I have received much positive feedback from fellow RCers near and far. Some may not agree with my stance that this falls on the AMA - and there is little to be achieved by assigning blame at this point - but my assertion is now that we see what incorporating ALL manner of RC flying thingz into the fold has wrought, perhaps it’s time for the AMA to take a hard look at separating these various flying things into categories based upon their capabilities and most common modes of operation? I can also tell you that some of my input on this subject has been met with disagreement. Some RCers are offended at the idea that



only AMA members who fly at sanctioned fields should be protected... To that I would point out: You cannot fire a rifle in your backyard; you go to a shooting range. You cannot race your motocross bike in the vacant lot next door; you go to a MX track. Some RCers believe they have every right to cordon off an area of a public park and fly, and that their activities should receive the same protections as what we do at a sanctioned club site. I beg to differ. **R.G.**



**Board Meeting  
April 11, 2016  
By Jeff Lovitt**

Members present: X Rich Geertson, X Jeff Lovitt, X John Eaton, Mike O'Kane,  
Monte Pate, 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 any following additions.

**OLD Business**

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. John Eaton reported in board correspondence prior to the meeting that Pam Manini's report was that in her opinion, a change such as this was not something that would require resubmittal of by laws to the state. Revision to be circulated for Board Approval. 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. Installation complete, 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, seconded and the vote carried unanimously to proceed. Mower purchased, received and put into use. 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. Randy Sizemore volunteered to investigate this issue with Denios Market vendor

to determine what materials/components are available in heavier duty sizes to possibly accommodate our needs. Item Open.

**NEW BUSINESS:**

Snack Shack Coordinator: Discussion occurred about changes that have been made to the physical capacity of the snack shack, and the oversight of the facility and operations. Ben Ponzo has been very involved in handling food service for events, and consensus of the board was that he would make a good coordinator/chair for the snack shack. Jeff Lovitt will ask that Ben Ponzo consider the appointment to Snack Shack Chair and advise the board.

Power Stability at the site. John Eaton discussed getting a power recorder to help determine when/if we have power outages at the field and for how long they occur. This is in part to be able to protect our food from spoilage at the field, and to know if PG&E should be advised about problems with power delivery in the area. Item Open.

Doug Barton requested that control line events be added to the event calendar. Contest Coordinator to provide this information to Web and Newsletter editors.

John Eaton showed proposed language for a lend agreement of tractor equipment (Case machine) that is owned by WDA. This agreement between SVSS and WDA would help share maintenance costs, and maintain good neighbor relations with SVSS in the future. Agreement to be revised and signed at May meeting.

Float Fly: The Minden site has imposed a restriction requiring a net to secure a portion of the lake from boat traffic. Randy is investigating whether or not this requirement can be lifted, or if we can obtain a net if required. Alternate locations for a float fly were discussed. Item Open.





**INDOOR FLYING IS BACK!!!**

# Indoor Fun-Fly

**Saturday 7 May - 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](mailto:CBarton328@aol.com)

Date: May 7th 2016  
Time: 8:00pm -Midnight

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



## Platt's Laws of Scale Modeling

*The following laws have been compiled from observations made over a lifetime of building competition scale models. It will be noticed that, like "Murphy's Law," while formulated for the amusement, they are nevertheless true.*

*~ Dave Platt*

- ♦ All of the best information on a subject arrives the day the model is completed and proves conclusively that what you have done is wrong.
- ♦ You never finish a scale model, you just stop working on it.
- ♦ Those subjects requiring the greatest number of working channels have the least room for radio gear.
- ♦ How right it looks matters more than how right it is.
- ♦ Competitive scale modeling is about replication, not authentication.
- ♦ Given a choice, judges will believe wrong information over right.
- ♦ Live by the principle of 'scarfology:' Things disappear from the marketplace, so scarf them up while the scarfing is good!
- ♦ Experience has demonstrated that the worst 3-views of any subject are the ones that came from the factory. The best were done by some careful modeler who wanted an accurate model and made his 3-view a labor of love
- ♦ Never, ever, use color photos in documentation
- ♦ The weak link in the RC Scale reliability chain is still... the engine
- ♦ A fair model with a good documentation will outscore an excellent model with poor documentation
- ♦ Scale RC is a very relaxing hobby... if you can stand the pace
- ♦ Big models fly; small models flit
- ♦ First, it's got to fly
- ♦ No amount of flying will improve your static score
- ♦ It's a mistake to take a scale model out to fly while you still like it
- ♦ Whenever a manufacturer improves his product, the old one is much better than the new one







## 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](http://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](http://www.wdarc.org) for field information

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

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

Please make checks payable to "Woodland/Davis Aeromodelers"

# WDA 2016 Events Calendar

## DATE

## EVENT

May 14-15	49'er Masters 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](mailto:adamclement@gmail.com)  
or Jake at [jphracing001@aol.com](mailto:jphracing001@aol.com)  
See [www.WCFlyers.com](http://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](mailto:jlovitt@sbcglobal.net)

**VP:** Rich Geertson (707) 693-9537

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

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

[mokane@cableview.tv](mailto:mokane@cableview.tv)

**Treasurer:** John Eaton (530) 681-5316

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

## Board members:

Forrest Barton (530) 662-6324

[cbarton328@aol.com](mailto:cbarton328@aol.com)

Jim MacDonald (530) 756-0269

[jdmacdonald@ucdavis.edu](mailto:jdmacdonald@ucdavis.edu)

Chris Dellinger (707) 446-9647

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

Monty Pate (530) 308-8050

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

Kerry Roberson (707) 447-2701

[kroberson@jccomp.com](mailto:kroberson@jccomp.com)

**WDA website**

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

**Woodland Davis Aeromodelers**  
42875 County Rd. 29  
Davis, CA

# WDA Cabinet

## Membership

Monty Pate (530) 308-8050 [montypate@sbcglobal.net](mailto:montypate@sbcglobal.net)

## Safety Officer

John Lett (916) 667-3627 [lettaviation@aol.com](mailto:lettaviation@aol.com)

## Field Maintenance

Ken Rumsey (530) 787-3076 [kenrumsey@sbcglobal.net](mailto:kenrumsey@sbcglobal.net)

## Points

Linda Welch (707) 451-1842 [loon12@aol.com](mailto:loon12@aol.com)

## Newsletter Editor

Richard Geertson (707) 693-9537 [geertson@sbcglobal.net](mailto:geertson@sbcglobal.net)

## Web

Kerry Roberson (707) 447-2701 [kroberson@jccomp.com](mailto:kroberson@jccomp.com)

## Club Advocacy

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

## SNACK SHACK

Ben Ponzo (916) 947-7468 [bennet\\_508@hotmail.com](mailto:bennet_508@hotmail.com)



# Flight Instruction

## Flight instructors:

⇒ John Eaton (530) 681-5316  
[johneaton@sbcglobal.net](mailto:johneaton@sbcglobal.net)

## Jet Turbine Instructors

⇒ OPEN

## Helicopter Instructor (Only):

⇒ OPEN



# Next Meeting: Monday, May 9th 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