

# WOODLAND/DAVIS AEROMODELERS

## August Newsletter 2017

**Prez Sez:** Another month goes by and I'm trying to pound out another slightly late submission to our fine newsletter. Thanks Rich for pulling it all together every month! A few things this month: For those that were not at the last meeting, there was a spirited discussion about the arrangement of the startup areas. This discussion arose out of an event at the field the prompted an individual to remove elements of the field fence layout suit their needs and desires. This was discussed at length, and I want to reiterate for anyone who was not at the meeting that removal of, damage to, or changes to the improvements at the field for one's own personal reasons is not acceptable. If you have a concern, contact the safety officer, John Lett or contact a board member. We can review it and TOGETHER, we decide if changes need to be made to make the site better and safer. As I mentioned John Lett is back at the helm of the safety officer position and he is looking at this concern. He is your resource in the event you see something that you think requires intervention or change. He is on all of our sides, so please give him your ear if he has a suggestion.

We have had a small but VERY dedicated group of individuals tending to the field for the past few years. They do more out there than any of us realize and they do it without asking for a lot of fanfare. From mowing, to weed spraying, to repairs to the runway and pits from the weather, and also to tending to the watering system to try to get as much water on the field as we can when we have access to water. These guys give a lot, and deserve our appreciation and respect. Thursdays are a typical day out there in the morning for work at the field. If they are mowing, please be respectful of flying when they are working. Do not fly over them when they are mowing the runway. More to the point, I'd like to ask that we get some new faces out on Thursdays if you are available to help. There are definitely things to be done and if you have the time, we could use some extra help. Please check in on Thursday mornings at the field with Bill and see what you can do to help.

Also, wear those membership badges. If you have yours on and its visible it helps remind others to do

the same. If you don't see one and you see someone that you don't recognize, ask to see it. We are having people come in and try to use the site and there is a procedure for them to use the site as a guest. There is a form in the box at the entry to the pits for them to fill out and provide their AMA number. We are mostly concerned to make sure that they are AMA members and that they are flying safely, under the supervision of one of our members. We hopefully want to encourage someone to join us and become a full dues paying member and we also want to make sure that the site is not being taken advantage of by someone repeatedly. Guests may use the site twice, but must be accompanied by a WDA member.

That's all for now. Fly safe!

Jeff

**NEXT WDA CLUB MEETING TO  
BE HELD AT THE FLYING  
FIELD, 10:30AM, August 19th**

**Board Meeting is 6pm Monday  
Aug 14th, Leake Room,  
Woodland Library  
(same as always)**

## This month:

- |                                      |             |
|--------------------------------------|-------------|
| • Prez Sez                           | Jeff Lovitt |
| • Meeting Minutes                    | Mike Frint  |
| • Field Meeting, Show N Tell         |             |
| • Modeler's Corner                   | R. Geertson |
| • Avro Vulcan build                  | M. Welch    |
| • Event Calendar and event flyers... |             |

## **July 15, 2017 General Meeting Minutes**

Board members present: Jeff Lovitt, Rich Geertson, John Eaton, Mike Frint, Kerry Roberson, Forrest Barton, Mike O'Kane, Linda and Monty Welch. Absent: Chris Dellinger, Doug Vice

Meeting called to order at 1040 hours at the flying field. Approximately 25 to 30 members and 3 children present. No obvious guests.

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

### **Officer reports:**

**President:** Jeff brought up his concerns under new business.

**Vice President:** Rich mentioned the Heli Scalemasters. We will have 3 to 4 full scale helicopters on site. He also discussed that the runway mastic/glue idea has been shelved since none of the tests have worked out so far. He added that white lines and X's will be painted on the runway along with some small marks on the side to denote the pattern contest line locations. We will need a work party to do the pylon pad repair and one for the shade structure. We will also need one for the sprinkler additions. We are still waiting for the extra dirt to be delivered. He discussed the fire cart idea that the board talked about. See the board meeting minutes.

**Treasurer:** John reported the club's treasury status. We have had some good donations that almost match what we have spent.

**Secretary:** Mike noted an error in previous minutes that the date for the July meeting was wrong. Also, Robert Holik appeared in the July Model Aviation and the club was mentioned in the same issue in the District Ten column.

### **Chair reports:**

**Membership:** New members Sean Hogan, drone instructor from UC Davis and Bill Ragsdale, control line modeler for 55 years, ham operator, Scouts and now getting into R/C. John reports we have approximately 100 paid up members for 2017.

**Safety:** Carlos is unable to continue as Safety Officer. John Lett has been asked to take this over and has accepted. John stated that when flying you should have a spotter. Kerry said that we need to properly display our membership and AMA cards. Sheldon B. suggested getting some card holders for this.

**Field Chair:** Doug Vice was absent. Bill F. was asked what was going on. He said we are getting behind on some things. He suggested getting a new mower or another pull-behind type mower. Two mowers that were donated need work. The club has to decide how much to spend. Rich will add this to the board agenda. Art added that Bill is at the field by himself lately on Thursdays and that people flying are slowing down work. Doug B. suggested closing the field Thursday mornings so the mowing can be done.

**Newsletter:** Rich had nothing new to report.

**Points:** Monty reported that the points are up to date.

**Website:** Kerry stated that our old website host company has gone out of business. We have a new host but don't have a forum anymore. Also, he only has about 80 of the club members' e-mail addresses. You can go to the club website and send him a message if you need. We don't list the members on the website and in the past voted against this idea. Please send him pictures if you have some.

### **Old Business:**

There was no old business.

### **New Business:**

Issues with the safety fences: A member recently took it upon himself to remove parts of the fences at the start-up areas. These parts of the fences were designed to protect people in the start-up area from landing aircraft. This member apologized to the Board but stated that he was not sorry the fence is gone. He stated at least five airplanes have hit these fences while taking off. The Board was unaware of this. This member also had a concern about people staging and leaving their equipment in the start-up areas all day. Discussion then ensued. Jeff stated that if you have a problem with the field, then you need to bring your concerns to the meetings or talk to him personally. The start-up areas were talked about. Someone stated that a landing aircraft has never come near these fences. A discussion of where to start a takeoff roll ensued, some suggesting mid-field takeoffs could reduce the chance of veering into these areas. Jeff asked Safety Officer John Lett to look at the field design. One member stated that these fences are "airplane magnets" and should be removed. John Eaton stated that we have to set a high safety bar and not compromise the runway deadline, period. Have plan in your head of what you are going to do if something goes wrong, he basically stated. The Board has decided to put the fences back in place for now. If changes need to be made, they must go through proper process.

Bill F. stated that he found two batteries while mowing. Doug B. found a LiPo buried with the connectors removed. This is not the thing to do. Jeff said that batteries should be taken home.

**Event reports:** Rich mentioned that he may need to move the date for the Golden Age Fly-in set for Sept. 30 but so far the date stays the same. Monty reported that 17 pilots showed up for Wings of Victory. Five to ten were missing because of the hot weather forecasted. Jim Adams organized some mass flights. Doug Barton reported that the pattern contest had 18 entrants, flew four rounds Saturday, 2 rounds Sunday, and that it was hot! They were done by 1140 Sunday. Because of a midair there is still a LiPo battery missing somewhere out near the cow field.

**WDA Indoor Flying:** To be held Saturday July 22.

**Control Line Clinic:** To be held Saturday July 29.

**Helicopter Scalemasters:** Gonzalo reported. It will be held Thursday through Saturday August 24-26. There will be some European contestants and maybe some night flying. There will be three or four full-scale helicopters on site. Again, this is a benefit for the charity Autism Speaks.

**Toilet Seat Award:** No recent nominees.

**Show and Tell:** Monty presented his English Vulcan bomber that is under construction. Normally a four engine plane this model only uses one 18 pound thrust Wren Jubilee. The large tail cone makes it easier to hide the single engine. It will have two eight wheel main gear bogies (18 tires total!), functional bomb bay, and should come to about 20 pounds all up. He hopes to be completed in September.

John Hoppe displayed his completed Convair CV-340 airliner in Lufthansa colors. It was built from Model Airplane News plans that John says weren't very good. So "not good" that they don't even offer the plans anymore. He said that Laser Design Services tried to redraw the plans in CAD but gave up. John upgraded from the CV-240 to the CV-340 version on his model. It is all balsa, fiberglassed, and painted with PPG products. John molded his own epoxy/fiberglass nacelles and cowl. He used vinyl graphics from Callie Graphics and Robart retracts. Originally designed to use two .32 size glow engines this one is powered with two 40 size electric motors putting out about 1600 watts total. See pictures on the next page!

**Note:** Special **THANKS** to **Ben PONZO** for slaving over the grill and cooking hot dogs for all of us!  
Meeting adjourned 1140 hours.

## **July 10, 2017 Board Meeting Minutes**

Members present: Jeff Lovitt, Rich Geertson, John Eaton, Mike Frint, Forrest Barton, Mike O'Kane, Doug Vice. Absent: Kerry Roberson, Chris Dellinger  
Meeting called to order at 1805 hours at the Woodland Library.

### **Old Business:**

Mike O'Kane discussed the Heli Scalemasters to be held Aug. 24-26, Thursday through Saturday. Several full-scale helis will show up. This year the helicopter parking will be changed. A Saturday dinner and lunches will be served. At least 12 pilots are coming, including some from Germany. A work party will be needed the Saturday before this to put up the shade structure. Also that weekend the Goyet Stunt Fest for control line models will be held at the field.

The topic of using mastic/glue on the runway/control line seams and repairs came up. Once again the material to be used is still being determined. Some sample tests have not been very successful. We have decided that most of the

seams are not going to be sealed. Adding white lines to the runway can be the next project then. We want a minimum of a centerline and X's on the ends. The temporary lines for the pattern contest are too much work to put down, but at the same time, we don't want them permanent. So we may put some small marks along the runway edges to make the temporary lines easier to put down each year.

Sprinkler additions: some two inch pipe has been run. Dirt has been located but we need a loader to get it delivered to the field. As far as the pylon area work, again we're waiting for dirt delivery and then will do the fabric.

### **New Business:**

Sean Hogan from UC Davis came to the meeting to discuss the upcoming drone classes to be held at the field on July 26.

Fire response was discussed. Rich suggests that we create a "emergency fire response cart" with tools, water jugs, GPS coordinates and phone numbers, etc. Forrest discussed fires that the AMOS club has had. Mike O. suggested we get some four gallon backpack type water pumps. Jeff had some ideas for the same. The current cart we have with water tanks is limited in that the ATV is needed to tow it. The ATV is usually locked in the connex so it is only good for large events. Mike O. stated that it is hard for us to be our own fire department and John E. further stated that time is of the essence. Mike F. stated that he will monitor the water extinguishers at the field.

Doug Barton mentioned that after a mid-air collision during the pattern contest that there is still a large Li-Po battery somewhere out by the cow field. He also mentioned that another Li-Po was found out in the field with the connectors cut off and buried. This should not be done.

Fence removal. A member took it upon himself to remove parts of the fences. The board then discussed how to handle this. A discussion about the fences ensued. It was decided that we will put the fence back where it was. The club will reassess the field design and make changes later if necessary. Carlos Reyes is no longer the Safety Officer and John Lett will take over that position. We will also ask John to look at the field design for ideas.

John Eaton gave a short treasurer's report. We have received enough donations to cover about eighty to ninety percent of the runway repair costs. Gonzalo has a donation that will be given to Jeff at the general meeting at the field on July 15.

Rich mentioned that he may need to move the date for the Golden Age Fly-in set for Sept. 30 but so far the date stays the same.

Doug Vice stated he will not be at the general meeting at the field on July 15.

Meeting adjourned at 1925 hours.





**Saturday July 15, 2017 - WDA club meeting at the flying field.**

**John Hoppe's beautiful Convair CV-340, built from Model Airplane News plans.**





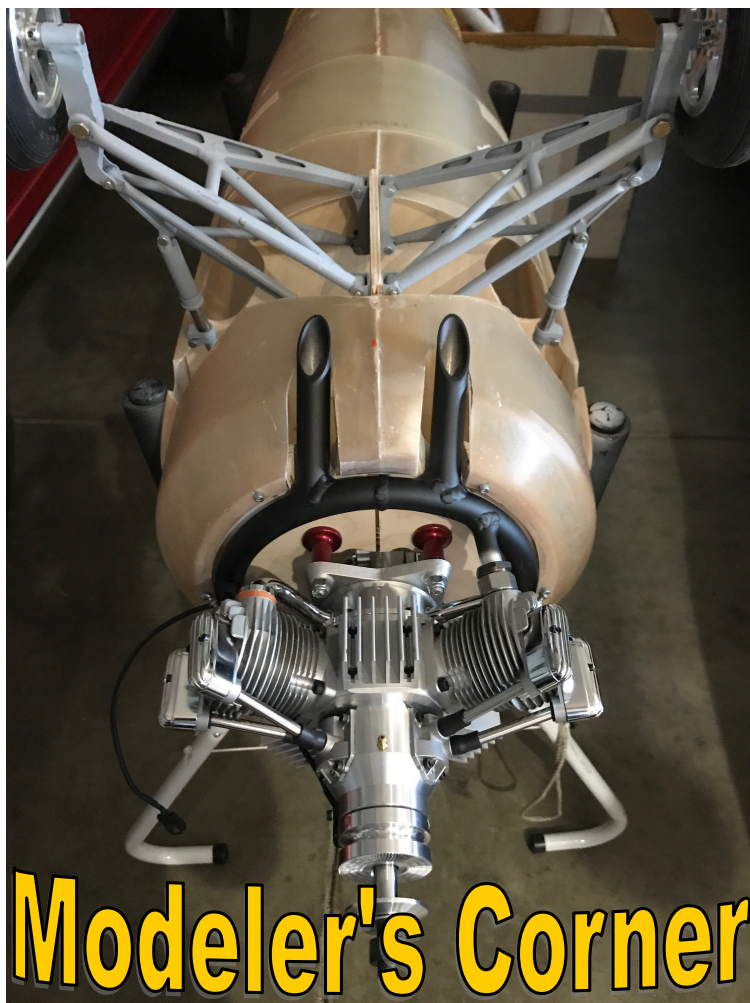
Well, the projects just never end (apparently, that's my goal)... The KELEO exhaust for my Wildcat arrived back, powder-coated. The fit is very good. I was told by Kelvin (owner) that if I need to bend an exhaust stack, it can be done by inserting a wooden dowel of the same inside diameter and carefully leveraging it to change the angle of the pipe. The clearances are a bit tight, so I am worried about exhaust heat, but this will all be remedied as I work towards a perfect fit. For now, the Wildcat is on the sidelines with other projects on the bench.

I may need my head examined as my latest hair-brained scheme involves yet another Composite ARF Gee Bee Super Sportster! I expect this (final) rendition to close the book on my CARF Gee Bee exploits. Since 1992 I have been building Gee Bee racers: 25% R2 and Z, plus 2 CARF Models; one as an R1 and the other an R2. I have done many mods to the CARF, not only to make it more scale, but also to (allegedly) make it fly better. So what's left?

How many of you know that the very **first R1 model had no vertical fin?** Yep. The aircraft's designer, Howell

"Pete" Miller, designed the original R1 Super Sportster for the absolute lowest drag coefficient achievable while housing a Pratt and Whitney R1340 Wasp Sr. To that end, an R1 model was carved from solid mahogany and tested in a wind tunnel. The fuselage was shaped to mimic a rain drop – "the most aerodynamic shape in nature." Mr. Miller calculated the top speed of the aircraft to be 298 mph. He also declared its "stability to be marginal; but safe to fly." This first Gee Bee was nick-named the "bob-tail" and was flown once by test pilot Russell Boardman.

Boardman flew the R1 without any reported troubles and landed smoothly on his first attempt. He commented that while the airplane flew well, "it could use more fin and rudder," and the Granville's accommodated his request by adding a short fin and taller rudder; the fin was affixed with right offset presumably to counter engine torque. That's all we know about the 'bob-tail's' handling characteristics. Did Boardman feel the need for more fin and rudder due to a lack of directional stability? Did he want an offset fin to relieve right rudder pressures or to help hold the nose up while flying in a typical left-hand pylon pattern? We don't know... so I am going to find out! I recently purchased



a CARF Gee Bee kit for this express purpose. I am not aware of any other model example of the first R1 prototype nor is there any other flight information available, so this is uncharted territory. While I did not intend to deviate from my other projects back to another Gee Bee, such is the nature of this hobby (and my mania). This plane will be built like my previous two, using what I have learned (clearly, I'm a slow learner...) Power will







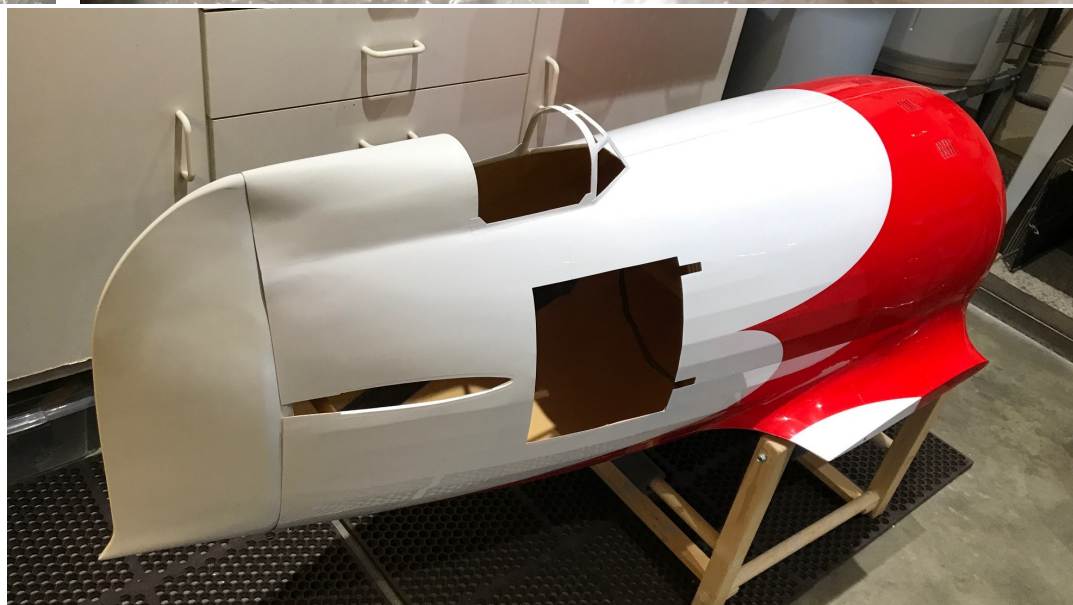
be a 3W157CS with canisters; high quality digital servos; keeping things as simple as possible. A gyro will likely be added, just in case the extra help is needed. You might be asking, “WHY cut the fin and rudder from a perfectly good airplane?” To which I might respond, “Perfectly Good may be stretching things a bit, but considering the crazy (non scale) wacky shape of the stock CARF unit, it can’t fly any worse!” Fellow Gee Bee nut and buddy Hannes Lutzenberger has supplied me with landing gear extensions to provide a scale stance, a beautiful scale Falcon prop, and a nice scale pilot head rest. I’m not sure how much effort I want to put into a great scale finish PRIOR to test-flying this beast, as it’s possible that upon landing, I may have a very different comment than did Russell Boardman... maybe something like, “WTF was I thinking?! Or “Gee Bee for sale – CHEAP!”

I suppose for me it’s all about GB “firsts.” I would like to be the first to “experience” a scale model of the bob-tail, something other modelers might consider comparable to a first root canal, or colonoscopy.

While I am not devoting all my shop time to the R1 bob-tail, I at least wanted to get it to the point of eliminating the vertical fin. The rest is gravy...

These are just some of the steps required to create a “bob-tail”... I left out all the tedious filling and sanding.





My other project is a CARF SU-31 2.75 meter. Did I mention that this hobby is my “mania?” (my wife could probably come up with a few other choice nouns) I have long wanted this airplane – specifically the 2.75m span version - but never wanted to spring for the full cost of a kit. Well, a guy in North Carolina was selling one for a great price, so even with the cost of shipping, I saved about \$1000. Power is a DA120, MTW canister exhaust. High quality Hitec digital servos, Fromeco 5200mah Li-Ions and Smart Fly EQ6 power system.

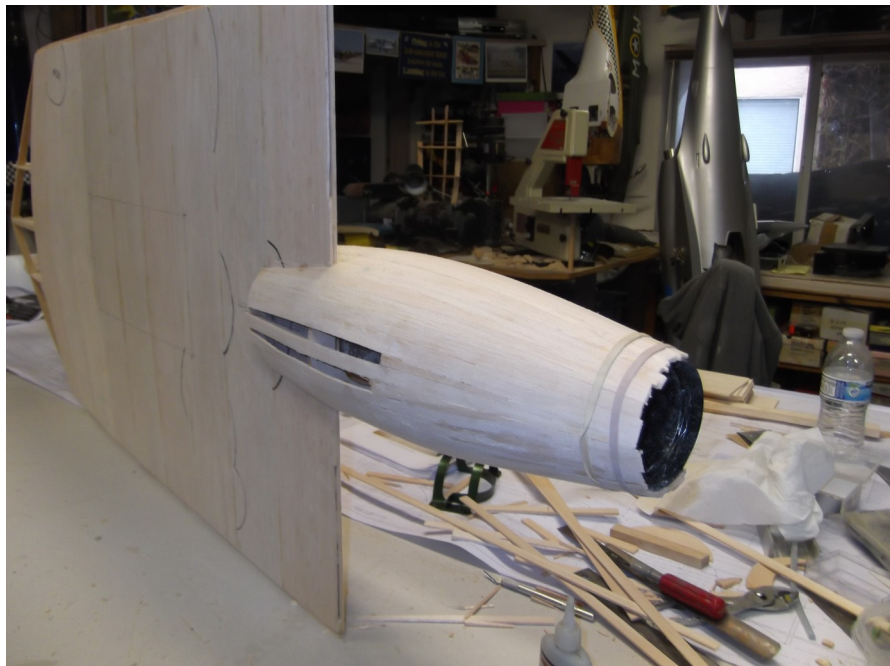
I have every intention of not only resuming the ***Xtreme Decathlon*** before summer is up, but finishing it before the onset of cold weather. Stay tuned...





## VULCAN Bomber Build, Part 2, by Monty Welch

This aircraft will be modeled to represent the aircraft that made the first bombing attack to destroy the airstrip in the Falkland Islands. A bit of history on this... Argentina invaded and took over the Falkland Isles, which at the time was under British control and sovereignty. The British decided to take it back and they did after an unfortunate loss of life on both sides. The bombing mission code name was "Black Buck". The aircraft that carried out this mission was Serial # XM607. This aircraft is on display at RAF Waddington in England as a gate guard.



(left) This is the bottom wing of the center wing sheeted, and strip planking on the rear pod. Also shows the turbine exhaust for the single engine. The exhaust of the engine will be concealed by a tin-can circumference around the exhaust area. That will conceal the engine exhaust from a side view, making it appear that there is no exhaust there.

(below) This shows the left intake and bomb drop mechanism



(above) This shows 2 of the 4 bomb drop mechanisms



(right) These bomb drop mechanisms are programmable for 5 different drop intervals by daisy chaining them together. I am using air cylinders to operate bomb bay doors.

To be continued.... Hoping to have this done and ready for Warbirds over the Rockies in Colorado in September!





# 2017 Events Calendar

## WDA Sanctioned Events

Aug 24-26	Helicopter Scale Masters
Aug 26-27	Goyet Stunt Fest (Controline)
Sept 16	Swap Meet
Sept 16-17	Meet n' Meat XIX (Controline)
Oct 1	Golden Age
Oct 6-8	Float Fly #2 Lake Minden
Oct 14	Old School R/C Jamboree
Jan 1	Chilly n' Chili 2018

## Non WDA Sanctioned Contest

Sept 8-10	SAM 27 Crash & Bash - Schmidt Ranch
Sept 22-24	26th Annual Lake McSwain Float Fly
Sept 30	Thunder over Roseville - AMOS
Oct 23-27	2017 Sam Champs- El Dorado Dry Lake

## Full Scale worth keeping in mind...

Sept 9, 10	California Capital Air Show
Sept 13-17	Reno Air Races

# ***AMOS Electric Fun Fly -***

***Saturday August 12th 2017***

***with Early Morning Swap Meet***

***At the AMOS field Located at 4015 East Catlett RD, Lincoln CA,  
One Mile from the Thunder Valley Casino***

***Any Size Model Electric Airplanes and Helicopters***

***are welcome - Starts at 9:00 AM and  
goes Late with Night Flying with  
Electric LED Models, No Landing Fee but  
AMA insurance is Required***

***A Swap meet is taking place in the morning so Bring your Stuff  
to sell or buy stuff***

***Great BBQ Hamburger - \$7 meal -w- Drink and chips***

***Hotdog meal \$6 -w- Drink and chips***

***Contests - Limbo , Pylon Racing , and Spot Landing***

***Contacts: John Hainlen 916-333-8180***

***or E-mail: [johnhain@aol.com](mailto:johnhain@aol.com)***

***Also See: [www.amosrc.com](http://www.amosrc.com) for more information***







---

## **WWI and Golden Age (to 1935) Fly-In**

Saturday and Sunday, **August 26 & 27, 2017** at the SACRC Lou Haynie Memorial Field in Union City, CA  
600+ foot astro-turf runway. Large pit area, partly shaded. Vendor spaces available. Limited RV parking at the field (no hook-ups), several local motels and restaurants. Gas, Glo and Electric of all sizes are welcome.

**Saturday night BBQ at the field!**

**(Please acknowledge beforehand if planning to attend the BBQ)**

**Waldo Pepper's Flying Circus** is not a competition, but there are many special awards and prizes!

Special **Pilot's Choice** award, Balloon Bust, and Racing

**RACING:** On Demand (micro and regular)

**Golden Age:** Open to all models, no restrictions.

**Proctor Micro-Antic Class Racing:** Restricted to Proctor Micro-Antics and similar size and powered airplanes. Kit built, scratch built or kit bashed are eligible! No handicap is used in the Antic class.

**Military Class:** Open to all WWI models of all sizes, it provides many surprises for the pilots and spectators.

---

Waldo Pepper's Flying Circus is sponsored by:  
Southern Alameda County Radio Controllers  
4011 Meadowview Dr.  
Castro Valley, CA 94546

You may pre-register on-line at [http://www.sacrc.org/wpfc-reg/wpfc\\_reg.html](http://www.sacrc.org/wpfc-reg/wpfc_reg.html)  
or send check to the above address and a list of your airplanes and frequencies. Landing fee is \$20.00.  
For more information about the event, contact Jeff Whitney at 510-861-3214 or email to [jeff.whitney@sbcglobal.net](mailto:jeff.whitney@sbcglobal.net)





# Vintage R/C Society Northwest Fly-In

**September 1 and 2, 2017**

**~ Friday and Saturday ~**

**Agate Field, Medford, OR**

**~ Home of the Rogue Eagles ~**

Join Us for Our  
**~ 8th Annual ~**  
Trip to the  
Good 'ol Days

This gathering is all about getting back to the roots of radio control.

Entries can be brand new as long as the original, basic model design dates back to 1981 or earlier. Planes can be scaled up or down if you wish. There are even some current ARFs that are vintage. Not sure if your plane qualifies? Email or call the CD and ask - it's that simple.

**OPEN FLYING FOR ANY MODEL THAT WAS DESIGNED, PUBLISHED, KITTED, OR FLOWN IN 1981 OR EARLIER.**

**Free Registration! Bring as Many Models as You Like**

**Free Coffee, Donuts, Snacks, and Sodas**

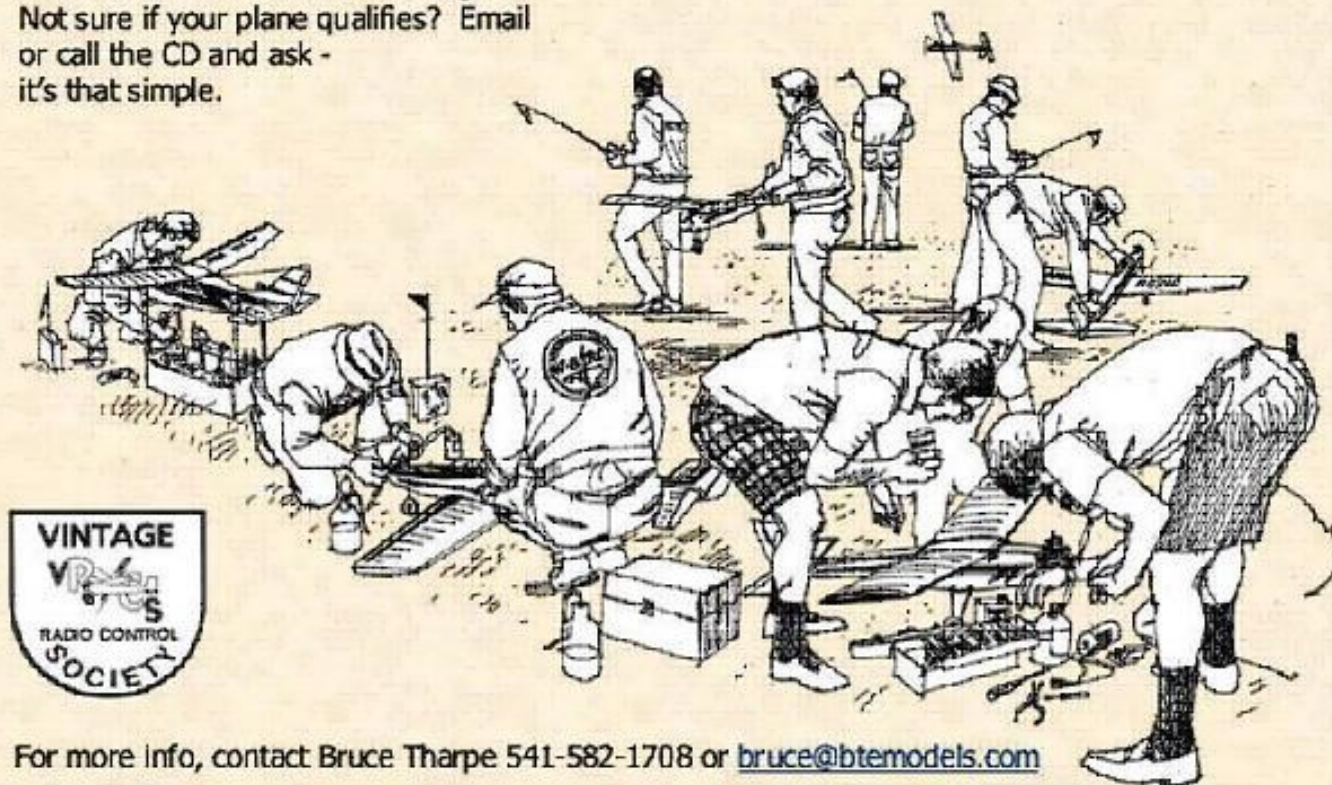
**Free Pilots Only Raffle - Earn Tickets by Flying Awards & Prizes for Pilot's Choice & Vintage Spirit**

**SAM R/C Assist Models are Welcome**

**New This Year - Vintage Pattern Class II and III**

**Dry Camping Available at Field, Bring Your RV**

**Visit [www.rogue-eagles.org](http://www.rogue-eagles.org) for Directions**



For more info, contact Bruce Tharpe 541-582-1708 or [bruce@btmodels.com](mailto:bruce@btmodels.com)



# Woodland/Davis Aeromodelers

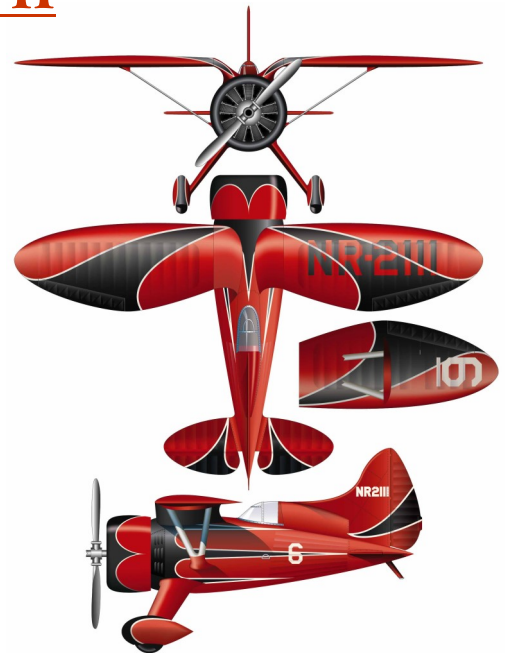
One day only

Sunday Oct. 1st

## Golden Age Fly-in

Aircraft **MUST HAVE BEEN IN PRODUCTION**  
**PRIOR TO WWII**

- \* Pilot's Choice award for *Best Golden Age*
- \* \$10 Landing fee benefits the club
- \* Pre WWII Old Timers also welcome



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

# 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 Frint (916) 895-8056  
[kaosfan@comcast.net](mailto:kaosfan@comcast.net)

**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)

Doug Vice (916) 949-8323  
[dgvice@outlook.com](mailto:dgvice@outlook.com)

Chris Dellinger (707) 446-9647  
[cdellin@sbcglobal.net](mailto:cdellin@sbcglobal.net)

Mike O'Kane  
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

John Eaton (530) 681-5316 [goldeneramodel.com](http://goldeneramodel.com)

## Safety Officer

Carlos Reyes (650) 243-8894 [carsii@hotmail.com](mailto:carsii@hotmail.com)

## Field Maintenance

Doug Vice (916) 949-8323 [dgvice@outlook.com](mailto:dgvice@outlook.com)

## 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 [louifox@yahoo.com](mailto:louifox@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)  
⇒ Carlos Reyes (650) 243-8894  
[carsii@hotmail.com](mailto:carsii@hotmail.com)

## Jet Turbine Instructors

⇒ OPEN

## Helicopter Instructor (Only):

⇒ OPEN



**Club Meeting: Aug. 19th AT THE FLYING FIELD 10:30AM**  
Woodland Public Library "Leake" Rm., 250 1st St, Woodland, CA



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