

WOODLAND/DAVIS AEROMODELERS



April Newsletter 2018

PREZ SEZ: Well we are starting to get into the good flying season. The weather is getting better and the days getting longer. Hopefully everyone is starting to get their winter projects wrapped up and we will see some new aircraft at the field.

We just finished the spring float fly. We had about 25 pilots there, which is typical for the event and quite a few RV's that were on grounds staying the weekend. Saturday the winds would come and go as we had unstable air coming through with a weather system high for the day was about 70 deg. There was plenty of flying to be had. Kerry Roberson was able to get the club auction airplane finished. He put a test flight on the week before with wheels on it and then got one flight on Saturday with the floats on it. Kerry switched out the Saito glow 4 stroke with a new Saito gas 4 stroke. The air plane flew as you would expect an Antic Bipe to fly, slow lumbering around the sky. It was great to see the plane back in the air after being in storage for so long. The highlight of the day was the pot luck rib dinner. Ben Ponzo, Mike Haston and Paul Torgerson all prepared ribs for everyone. There were 5 different types of ribs and all were really good. I want to thank Randy Sizemore for CD'ing and handling our float flies. I look forward to coming back in October which usually is a bit warmer and more consistent weather.

Next coming up at the field is the pylon race on the last weekend this month. I know Robert is still looking for a couple more volunteers to help, especially

on Saturday. If you have time that weekend please look to support Robert and this event. As part of this we are preparing to have a work party on the 5th. We should hopefully finish up the sprinkler project complete and be ready when we start getting irrigation water so that we can keep things green for the summer.

I have had a couple questions as to why we are adding more turf since that creates more work for the mowing crew. There are a couple answers to that: So we added a 2nd line to the grass runway. The first was up against the runway and

**NEXT WDA CLUB MEETING TO BE HELD at the
Woodland Library, Leake Room, Monday**

**May 14 @ 7pm
Board meeting
@ 6pm**

This month:

- | | |
|------------------------------|----------------|
| • Prez Sez | Forrest Barton |
| • Meetings Minutes | Mike Frint |
| • Board Minutes | Mike Frint |
| • FAA authorization extended | |
| • 2018 Events Calendar | F. Barton |
| • Events Flyers | |

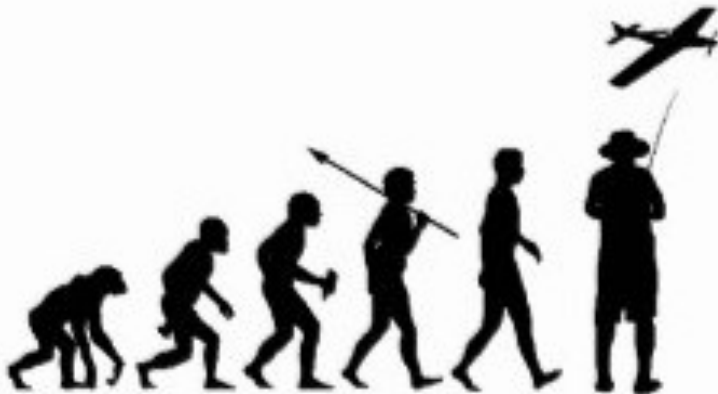
those sprinklers were set to 180 deg. so come summer we had these half round green areas and then brown weeds. By adding the 2nd line we fill in those spaces to even that out. We added sprinklers around the pylon area as well. In both cases the other big factor is to keep the ground moist and swollen. If you have walked the site mid to late summer once you get out of the irrigated area you start to see large cracks form. We have some pretty expansive soil and those cracks can swallow airplanes, tear out gear or twist an ankle if you're not careful. By getting water on the grass runway we should eliminate that cracking and make it safer for aircraft that want to use the grass or get off the runway and end up in the grass.

Knowing that we are adding more turf was one reason we are looking at the mowing equipment as discussed in last month's Prez Sez. This month we had to do a bit of maintenance to the golf cart in replacing the controller for the electric motor. Talking to the tech this is a normal item that wears out and we just happened to have that happen shortly after we put the cart in service. It is now fixed and we will continue to run and evaluate. As noted last month, we are also in the final stages of looking for an additional mowing deck like the one we currently own.

The last item of note for this month: Castle is right around the corner. May 24-28 is the annual giant scale meet down in Atwater. If you're looking for something to do on that Saturday Atwater is not that long of a drive. The place is always packed with planes and a lot of flying with some vendors on site and lots of things to see. This is my annual trip that I have been doing for years and typically don't miss. If you do decide to come down look for the WDA/AMOS encampment for a place to stop, sit down, and relax to watch the flying.

In the meantime I hope to see you all around the field enjoying the wonderful spring conditions at the site. Anyone that has questions please drop me a line.

Thanks, Forrest



April 9, 2018 Board Meeting Minutes

Board Members/Officers present: President: Forrest Barton, Vice President: Doug Vice, Treasurer: John Eaton, Secretary: Mike Frint. Board Members: Doug Barton, Kerry Roberson, Danny Winters **Absent:** Board Members: Chris Dellinger, Mike O'Kane. Safety Officer: John Lett.

The meeting, held at the Woodland Public Library, was called to order by Doug Vice at 1806 hours. 7 persons were present. Art came at 1834 to make it eight persons. No guests or new members.

Old Business:

Work party-per Doug V.-The last work party had light attendance. We need more attendees. Ditches need to be filled, fence work done as well as finish the pylon pad. Other old business-**safety fences**-Forrest B. states that the posts installed by Mike O. and Mike F. need to be removed as they aren't correct. John E. says Art W. is getting some fence part numbers. When Art arrived he gave us those numbers. We get a discount for more than 20 poles. Discussion on installation methods ensued. Art is to get yet more information. **Mower/Golf cart** discussion continues. Doug V. asked about commercial mower ideas again. Dan W. has been researching tractors. Discussion of spending \$3000 to \$3500 for another 66 inch pull-behind mower attachment continued. Forrest tabled this to next month's agenda. The golf cart had an issue with possible bad relays. A motion was made by John E. to spend up to \$400 for the parts. The motion was seconded and adopted with a 7 ayes to 0 noes vote. Persons who have used the golf cart say it is much nicer (smoother riding, quieter and shaded) than using a riding mower to pull the mowing attachment. The batteries have sufficient capacity.

New Business:

A short report on recent flying events was held. Next month the Board is to discuss a few changes to the field safety rules. The Board then discussed the dues late fee which has not been implemented in several years. Kerry R. made a motion to make the late fee \$20 effective March 1 each year. The motion was seconded. The motion was adopted with 4 ayes, 1 no, and 2 persons abstaining. Art reported that he got Bill Freidrich to come out to the field to do some welding for us.

Meeting adjourned at 1859 hours.



April 9, 2018 General Meeting Minutes

Board Members/Officers present: President: Forrest Barton, Vice President: Doug Vice, Treasurer: John Eaton, Secretary: Mike Frint. Board Members: Doug Barton, Kerry Roberson, Danny Winters **Absent:** Board Members: Chris Dellinger, Mike O'Kane. Safety Officer: John Lett. Meeting called to order at 1906 hours by Forrest Barton at the Woodland Public Library. There were 14 members present plus one guest/potential new member. His name is Bill McGaughey. He recently retired from Waste Management and his neighbor is member Dan Cardoza.

Officer reports:

President: Forrest deferred until the "business" portion of the meeting.

Vice President: Doug Vice deferred until the "business" portion of the meeting.

Treasurer/Membership: John Eaton gave a treasurer's report. He still cannot account for member card number 18031. If you have it please let him know. One regular membership went to a member of the UC Davis drone club instead of the student membership we recently created. We have 89 paid up members so far.

Secretary: Mike had nothing to report.

Safety: John Lett was absent.

Chair reports:

Field: Doug V. talked about the lightly attended work party. Some ditches and runway edges were filled, weed-whacking done and the runway was striped. Doug feels that the pylon area should be priority before the fence installation. In the summer we should address the north side startup area drainage issue. Art W. and Ben P. have also done some ditch work on their own. John E. added that we should use the tractor and disc and only do the parts around the sprinkler heads by hand. Forrest added that the golf cart was out of service and a fix is in the works. Jeff L. reported that the runway held up well during the jet event.

Newsletter: Rich was absent.

Points: Monty was absent. Forrest did add that the mailbox Monty requested is in place and contains the points log.

Website: Kerry said the website is up to date except for the points list.

Old Business:

Mower issues are still ongoing. See the Board minutes. The U.S. Geological Survey folks met with Doug Vice and Keith Young to discuss their request to use our field. It turns out there are only three drone pilots for the whole state of CA. One of them is up in Redding. They need 3 takeoffs and landings and operate under FAR Part 107 using line-of-sight flying. These two local pilots may just become regular club members.

Event reports: Forrest-Indoor flying went well. **Jet fly-named NorCal Afterburner** now-Jeff Lovitt said bad weather affected Friday and Saturday but that Sunday went well with no problems. He gives a big THANKS to Ben Ponzo for running the snack shack. He said even the president and vice-president of the AMOS club helped out. Contributions from Bob Violett Models ensured that all pilots came away with something. John Eaton got some photos. Doug Barton said it was in the local newspapers because Lou Fox makes that happen. John Eaton added that he helped some local sixth grade students with a rocket project where the students had to design their own rockets. Doug B. added that we used to do things with the Scouts too.

Upcoming Events:

Indoor flying occurs the Saturday after the meetings, usually. If you need a plane for this event, Jeff Lovitt has a couple for sale. Pylon racing-Robert Holik (APC Propellers) still needs helpers for the pylon race May 19-20. Some of his old helpers are not available. Please help out; plus you can get **paid**. He needs 5 or 6 more people and will be sending out information to describe the tasks involved. John E. added that APC Propellers has been our biggest provider of club money and we should pay back Fred Burgdorf's good will by helping with this event. Robert also added that the 2019 Warbird National races will probably be held in June, if we decide to host that event.

New Business: A work party was scheduled for May 5. The Board has addressed the dues late fee that is stated in the by-laws. The problem is that the by-laws never had specific information. As of being posted in this newsletter, the late fee is \$20 effective March 1 for paying dues late starting in 2019. Doug Vice asked about ideas of how to get new members. A short discussion took place.

Show and Tell: None this month

Toilet Seat Nominations: Doug Vice admitted to forgetting his glasses one day. Forrest admitted to forgetting to add air pressure for his retractable landing gear. Art Williams and Roy Holmes recommended using Batteries and Bulbs for obtaining battery packs. The meeting ended with some story telling and was over at approximately 2015 hours.



Modelers Corner

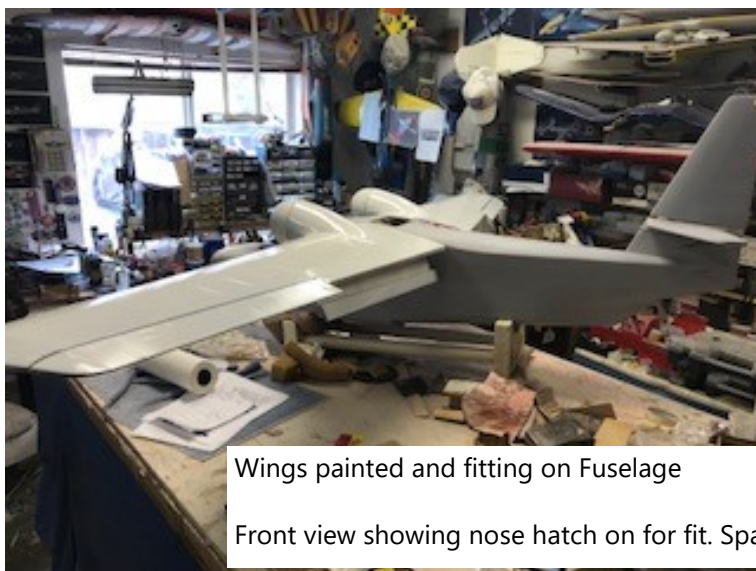
"In the bones". Ready for covering. Using Solartex for covering. had some problems with it due to not adhering to the wood structure too well even though we had painted wood surfaces with Balsarite. Had to keep reshinking open areas. Also in the pic is the nose hatch during planking.



The hull fiber-glassed with 3 layers of 3/4 oz fiberglass/epoxy. I am scraping off the excess with a razor blade. I previously had scraped off most of the excess with a credit card.



The rest of the wood parts I covered with fiberglass attached with a product shown (right). This was water based and dried very quickly. As it turned out this method was not as good as using epoxy to attach the fiberglass. It did not sand very well due to no real body to it.



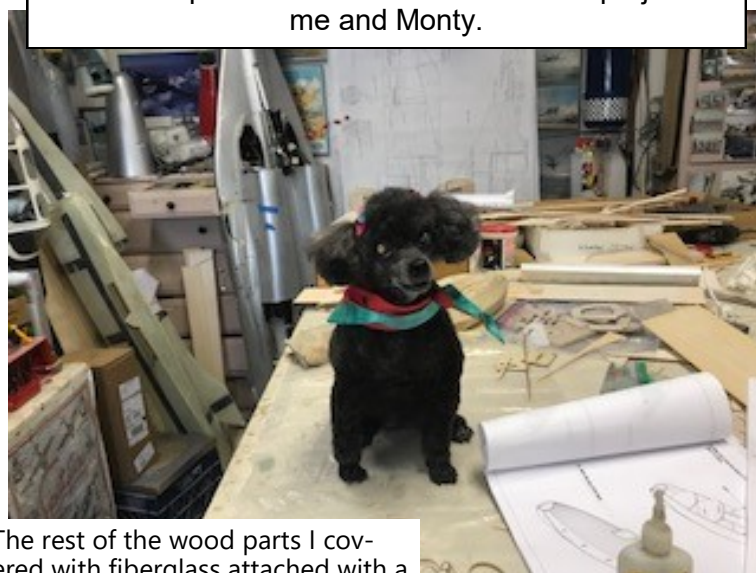
Wings painted and fitting on Fuselage



Front view showing nose hatch on for fit. Spackling used on nose hatch for fill.

Linda Welch and construction of her Albatross

This project could not have been accomplished without the support and guidance of our supervisor Schatzi (pictured below) who kept us on our toes and demanded perfection. This has been a fun project for me and Monty.





Masking off for wing walk area. We used black paint mixed with micro balloons and was brushed on to give a rough texture look.



We installed landing, nav. strobe and anti-collision lights. Landing lights activated with gear switch



We installed ESC's, motors from my P-38 and props from a Tigercat. Using 2) 4 cell 2600 mAh batteries. Decals from Callie graphics. This is modeled after the Albatross which is currently at the museum at McClellan AF base.



My CI 415 had one flight on it this weekend and the Albatross had 2



This after the successful maiden flight at Lake Minden float fly Apr 28 2018. Interesting coincidence... one of the spectators, Marc Pryor, talked to me about the Albatross.. turns out he was a crew member on this plane and was instrumental in getting the plane to the museum at McClellan. He said the plane was very noisy and they did not call the plane an Albatross, but called it "Goat". Didn't explain why..? The plane flew very well. Was very light 10.5 lbs. Second flight I flew with Jim Middleton who also has the same plane, and we both maiden on the water this weekend. We both used differential thrust for steering because there is no water rudder... worked very well. Jim had to outdo me tho'...he put in reversible ECS's so he could back away from the shore, which he did and was very cool. I have to upgrade of course!! Also Randy Sizemore and Jim Utley are in the process of building their Albatrosses, so the October Float-Fly at Minden could display 4 Albatross in a Melee..

The Xtreme Decathlon painting saga continues... when I left off two months ago, I had the entire aircraft covered, Poly Brush adhesive and 'Poly Spay' silver filler and UV undercoat applied. All of this has been a learning process because despite the video F&M provides as an instructional guide to finishing with Stits Lite, there are gaps that only experience can fill.

I won't go into all the issues I have run into, some of them self-imposed. But one that hit me the moment I attempted to apply the RED paint was a serious lack of opacity/coverage. I could see after several attempts that there was no practical way I was going to cover the silver.. not unless I wanted to apply a dozen coats of paint! I was advised by a knowledgeable painter that I should first spray the entire model in white in an effort to achieve not only good coverage, but even coverage. There were areas of the plane where I had applied F&M's "feathercoat" primer, which is almost stark white. The 'Pontiac Red' came out completely different when applied over the white primer, as opposed to the red applied over silver PolySpray. So, I ordered more cans of white paint...



After spraying the entire aircraft white, it was time to mask off the areas that would remain white before spraying the red. I contemplated using the usual tape and paper method to accomplish this, but quite honestly, couldn't muster the energy, interest, or many tedious hours such a process would require, so I took many measurements and created some prints of my subject aircraft, with measurements, and ordered masks from Callie Graphics. Callie Graphics only communicates via email, which can create some lag-time as sometimes a couple of days would go by between requests and responses. But Callie was gracious and helpful, with very reasonable prices and within 2 weeks I had all my masks. Unfortunately, several were not to my specifications. When I informed Callie of this, the response was apologetic and again, very helpful, and a week later I had a whole new set of masks at NO CHARGE.

I had found (via bitter experience) that applying the masks dry was an exercise in futility and frustration, so this time around I used a weak soapy 'wetting solution' to position the masks where I needed them, then used a squeegee to squeeze all the excess moisture out from under them. Then, the paper backing is peeled away leaving just the mask material. If you have applied vinyl markings, the application is identical. I then allowed all the aircraft parts to dry overnight. The following day, I began the application of red paint by FIRST applying a misting of the white paint around all the edges of



the masks. This is an old painter's trick to create a barrier of the same color around the edge of the masks ostensibly to prevent the opposing color from seeping under. After triple checking that the masks were firmly adhered, it was time to shoot the red.

Even with the white base coat, coverage was poor and I had to apply several tack and mist coats to sneak up on decent coverage, all the while trying avoid saturating the masking material with this M.E.K. based paint – Methyl Ethyl Ketone is a strong solvent. When I shot what I thought should be my final 'wet coat' I noticed that I STILL did not have 100% opacity/coverage AND that some of my masks were beginning to pucker!!

After several choice words, which included something to the effect of "**painting model aircraft is the BANE of my existence!**" I stopped



applying paint and just allowed what was there to begin drying. After perhaps 10 minutes I could see the puckering subsiding as if the evaporation of the solvent was easing up on the tendency to attack the masks.

Returning the next day I found that the masks on the underside of the wing were showing signs of curling at the edges! ...which reminds me of an old RC buddy (who shall remain un-named) who produced some of the nicest scale aircraft; he was a **maestro** with an air brush. However, he did have a limited patience quotient which, when reached, would cause him to do some extreme things... Once we were standing in the doorway of his RC "shop" - a detached shed in his back yard. He pointed to a very large pile of leaves and other debris way at the back of his yard. He said, **"You see that pile of stuff?"** I said, **"Yup."** He said, **"There are probably 4 or 5 airplanes in that pile!"** Turns out that several times he had run into a major snafu at some stage of his project and the problem would push him over the edge... he would smash up his plane and throw it in the debris pile!

Seeing my masks curling up on the yet unpainted side of my wings..... had me commiserating with those stories of throwing projects into a heap! The application of gasoline and match occurred to me as well... However, I am either too rational or too CHEAP to do such a thing, so I proceeded to carefully apply masking tape to the curled portions, barely overlapping them so as not to throw off my pattern too much. WHAT A PAIN!!!!!!! Needless to say, these painting trials and tribulations DO NOT endear the hobby to me and truly transform it into a part-time job, and not a terribly fun one at that.

The root of the problem, as I see it, is the POOR COVERAGE of this paint, which requires heavy application, which results in LOTS of very strong solvent on the surface. It is doubtful ANY masks could withstand that, OR, if such a tape does exist, it would likely pull the underlying paint WITH IT when removed.

Moving ahead, applying paint to the undersides of the wings, I was very careful NOT to saturate the surface and to avoid spraying the edges of the masks directly or heavily. The problem with that is the paint NEVER appears smooth since applying what is known as a "wet coat" is all but impossible. **A painting conundrum, to be sure.**

As I write this, neither the tops nor bottoms of the wing halves are finished since both still require additional paint before I achieve a smooth, even, opaque finish. When all is said and done, and the masks come up - only to reveal poor paint lines ?? ***I may be looking for that debris pile..... and a match!***



...Onto another sore RC subject:

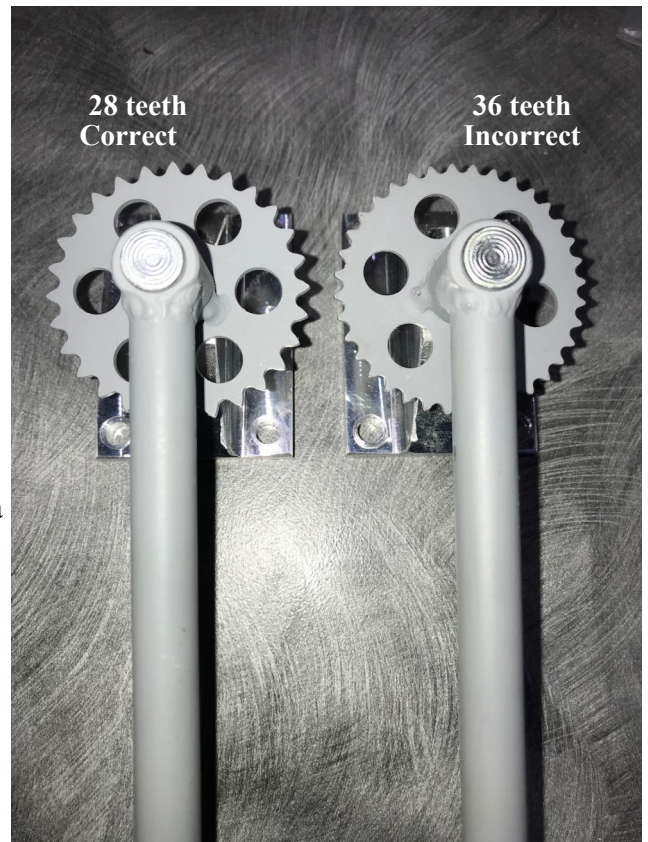
Robart F4F Wildcat gear... I really NEVER buy an RC item with the expectation it will be accompanied by drama, but these gear have given me fits.

I explained in previous columns

how I had returned the drive mechanism and drive chains to Robart, as the chains the gears did not mesh properly; apparently they had changed the pitch/number of teeth mid-production and mixed up some of the parts. While they had my gear I asked that they convert them from air operation to electric, which they said they COULD do..... 8 months later, still not converted, I told them to ship my gear back!

The gear arrived apparently UN TOUCHED, at least from all appearances. There was no note and nothing looked as though it had been changed. After several more calls to Robart and being told by a technician that in fact he HAD altered the chains and gears, I tried one of the drive chains on a Driven sprocket already mounted in the airplane and voila! The chain and the gear did mesh!

Fast forward another couple of weeks when I had a hankering to see if I could get my Wildcat gear working and I again ran into the same problem! The drive chain and Driven gear did not mesh! Had I imagined that the problem was solved? Was I too quick in checking that they did mesh, when really they didn't?? Well, more fiddling



and I found that of the two gear legs already installed in the plane, the right Driven gear was DIFFERENT than the left Driven gear. The Right gear had 36 teeth and the left 28 teeth! When I had checked to verify what the tech told me - that he HAD corrected the problem - I hung the chain on the compatible gear.

When I actually returned to working on them, I found the remaining problem of two different Driven gears.

Talk about pulling your hair out!

Robart was responsive in shipping me the correct part, but this was after MUCH back and forth with them and both a live conversation with the owner, Dan Wenzel, and a follow-up letter expressing my disappointment with their poor customer service.

What I also emphasized was that I am GRATEFUL for companies like Robart that cater to such a unique niche of modelers. It is wonderful to have such neat products even available for purchase! But what really chapped my hide about this entire ordeal was the utter lack of communication throughout the 8 months they had my gear. Many calls and emails went un-returned.

I have worked in the Service business for nearly 30 years, half of that a field service engineer and the last half as a service manager and now service director, and can tell you that the fastest way to turn a mole-hill into a mountain is FAILURE TO COMMUNICATE.

It is times like these that I contemplate passing my own '*RC Simplification Act*'... at least such a roll-back *seems* like it would put the "fun" back in the hobby, but I also know there is NO PUTTING THE GENIE BACK IN THE BOTTLE.

So for now, I will do what I always do... forge ahead, finishing what I started, regroup, relax, and begin scheming about the next project to become my "part-time job"...

Rich Geertson

House of Representatives Passes FAA Reauthorization Act

April 27, 2018

Today, the House of Representatives passed the FAA Reauthorization Act of 2018 (H.R.4), a long-term reauthorization of the FAA. We are happy to share that Section 336, also known as the Special Rule for Model Aircraft, is included in this bill with meaningful refinements that we supported to help make it stronger. We especially want to thank the thousands of members who participated in our Call to Action in the last few weeks to let Congress know the importance of protecting our hobby. Your efforts during this critical time have made a significant impact.

While much of what we fought for was included in this bill, there are also some provisions that concern us. Rest assured – we will continue to work on improving FAA Reauthorization moving forward. Protecting our hobby is AMA's top priority and we will do everything possible to ensure your ability and freedom to fly.

Please remember there are several more steps in the process before FAA Reauthorization becomes law. The next step is for the Senate to consider its own version of FAA Reauthorization, and then both the House and Senate bills will be sent to a Joint Committee to hash out a final version of the legislation. This process could take months and we may ask for your help again during this time.

Again, we cannot thank you enough for your unwavering support. Please continue to monitor your emails, social media, and www.modelaircraft.org/gov for new information and ways you can help. As always, thank you for your support.

AMA Government Affairs

Events for 2018

<u>Date</u>	<u>Event</u>
May 5-6	Oakdale IMAC Spring Fling
May 19-20	Burgdorf Pylon Race
May 23-28	Castle
9-Jun	Warbirds AMOS
June 23-24	AMA Pattern Contest
June 23-24	Chumley Stunt Clinic
7-Jul	Golden Age
14-Jul	Sac Rats Warbirds
July 21-22	Wings of Victory
18-Aug	Warbirds Livermore
25-Aug	Waldo Pepper
Aug 25-26	Goyet Stunt Fest
3-Sep	Labor Day
8-Sep	Old School RC Jamboree
Sept 12-16	Reno Air Races
Sept 21-23	Jets AMOS
Sept 22-23	Meet n' Meat
Sept 27-29	Heli Scale Masters
Oct 5-7	WDA Float Fly
Oct 13-14	Warbird Race Championship
1-Jan	Chilly n' Chili

The Radio Control Flyers Unlimited R/C Club is hosting its first Float Fly for 2018 on Saturday May 12th at the Woodward Reservoir in Oakdale

We will have coffee, donuts, and bottled water at the field. There is no cost to fly but we will have a donation can and ask that pilots help us out with the refreshments and the retrieval boat expenses. I am asking that you please forward the flyer to your club members and if you can please email me a list of your members email addresses so that I can build a database for future float fly announcements.

Radio Control Flyers Unlimited Presents

May R/C Float Fly

RCFU Flying Site-Woodward Reservoir

8150 Eastman Rd, Oakdale, CA

Saturday May 12, 2018 7:00 AM to ???



\$\$\$\$\$ Donations appreciated to help cover the retrieval boat costs \$\$\$\$\$

AMA insurance required for all pilots. Spectators welcome.

For more information contact

Shawn Lenci	(209) 985-4883	lenci1938e@aol.com
Ron Lenci	(209) 479-3869	ronlenci@gmail.com

We currently have 7 float flys scheduled for 2018 on the following dates..

- | | |
|------------------|----------|
| ♦ May 12th | Saturday |
| ♦ June 2nd | Saturday |
| ♦ June 30th | Saturday |
| ♦ July 21st | Saturday |
| ♦ August 11 | Saturday |
| ♦ Sept 8th & 9th | Sat, Sun |
| ♦ Oct 13th | Saturday |

8th Annual Fred Burgdorf Memorial Pylon Race

May 19th and 20th, 2018

Race Site: Woodland/Davis Model Club

www.wdarc.org

Advance Registration will be accepted and is encouraged

Entries should be emailed or post marked on or before May 5th

Payment can be made on the day of the event

Entry Fee per Day: \$25 per Class
WDARC Members: \$15 per day for EF-1

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:
Robert Holik
Address _____ 1222 Harter Ave.
Woodland, CA 95776
City _____ State _____ Zip _____ NMPRA # _____
Phone _____ E-mail _____
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

ASSOCIATED MODELERS OF SACRAMENTO (AMOS)
PRESENTS

CAMP FAR WEST 2018



May 16 to May 20th

- Entry Fee: \$15 for week or \$10 per day
- Camping Fees: \$23 per Night or \$13 per Day
- Transport to / from water and RV
- Chase boat provided by club
- Plenty of RV Parking (South Peninsula Reserved for event)
- Spectators Welcomed (Come on by / Ask Questions)
- Night Flying:
 - o Friday
 - o Saturday
- Food / Drinks
- Shade
- Boating
- Swimming

Contacts:

John Sorenson (916) 216-0384

Gary Meyer (916) 276-6990

Website: amosrc.com

Notes:

Pilots (AMA Required)

No Beach Landings (Seaplanes Only)

Enter through South Entrance
Tell attendant you are here for the Float Fly
DO NOT PAY AT GATE!

Camp Far West Lake, 9300 McCourtney Rd, Lincoln, CA 95648 (530) 633-0803

Site Maps

Coming South on I-5 turn

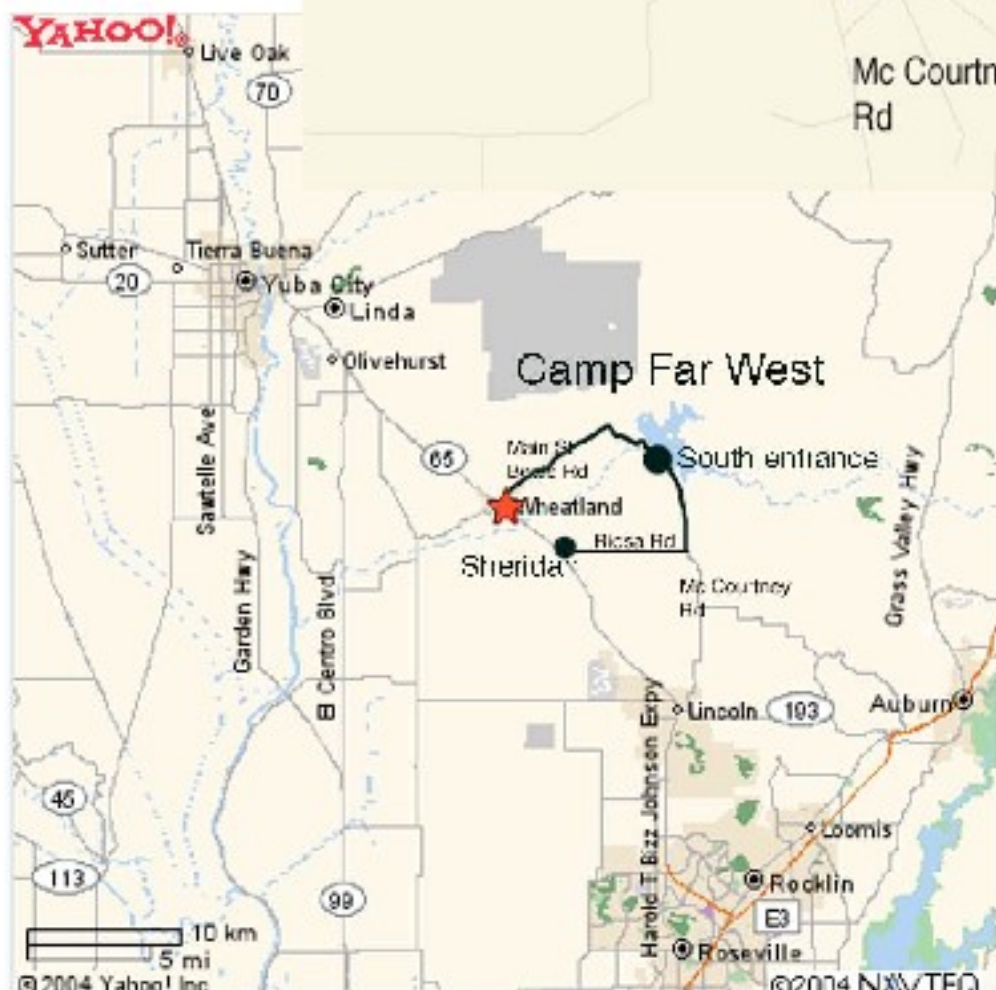
East on Hwy 20 to Hwy 65
Then South to Wheatland
Follow signs to Camp Far West.

Coming North on I-5 turn

East on I-80 to Hwy 65
North to Sheridan. Turn
right on Rosa Rd, go until
it dead ends on McCourtney
left to entrance.

The South Gate will be
closed and the sign will say
that the South Side is
Closed. Not to Us.

Make sure you close the
gate behind you!



Saturday July 7th!



CD: Richard Geertson (707) 693-9537
geertson@sbcglobal.net

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



Woodland/Davis Aeromodelers

WDA Officers and Board

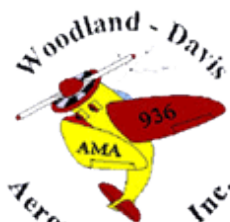
President: Forrest Barton (530) 662-6324
cbarton328@aol.com
Vice Pres: Doug Vice (916) 949-8323
dqvice@outlook.com
Secretary: Mike Frint (916) 895-8056
kaosfan@comcast.net
Treasurer: John Eaton (530) 681-5316
johneaton@sbcglobal.net

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 Chris Dellinger cdelin@sbcglobal.net
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WDA Cabinet

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 ⇒ Carlos Reyes (650) 243-8894
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Jet Turbine Instructors

⇒ OPEN

Helicopter Instructor (Only):

⇒ OPEN



Next Club Meeting: May 14th at 7pm
 Woodland Public Library "Leake" Rm., 250 1st St, Woodland, CA



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