WOODLAND/DAVIS AEROMODELERS

October Newsletter 2019

Prez Sez:

Hi everybody. Please remember to display your club card when flying at the field. A quick update on the water/power project: PG&E has the power hooked up for the lift pump. (***see the pictures on page 4***)
John and Doug have put in most of the water line, the field is still very dry and there are lots of cracks in the ground, but progress is being made.
September has not been a good month for me, starting with surgery for skin cancer on my face and a death in my family, so I have not done a lot of flying. Please remember to wear your hat an sunscreen at the field
Hope to See you at the October meeting Kerry

NEXT WDA CLUB MEETING

Woodland Library, Leake Room

Monday Oct. 14th @ 7pm

Board meeting @ 6pm

September 9, 2019 Board Meeting Minutes

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

The meeting, held at the Woodland Public Library, was called to order by Doug Vice at 1809 hours. The meeting started with nine members present and ended with a total of ten. No guests or new members.

Officer Reports:

President: Kerry was absent.

Treasurer: John reported that $1400 was spent on equipment rental and irrigation supplies. Income was $253 from dues and a donation. The donation was anonymous.

Secretary: Mike found a USB to Lighning cable at the field. He wrote the field address on the sign in the pit for the benefit of a pattern contestant who stayed overnight at the field. John then stated that the address on the sign at the road is wrong now since the parcels have been split.

Vice President: Doug thanked Sheldon for his efforts over the years as a club instructor. Sheldon added that we need to keep an eye on any new members if they need assistance.

Membership: We have 98 paid up members. We have one new member. All your secretary got was "Luke's father."

Old Business: **Water supply/pumps/electrical-**John stated that we are waiting for P.G. and E. to install the meter. We now have two new transformers and a new pole. The piping is mostly done except for final hookups. We will replace the pump bearings during the winter. Ken Hook wants to put in two new posts for the control box. The Board approved this. **Shade structure**-Mike O. went to Lifepoint school and took measurements of their structure and is creating a list of materials so that he can get some prices for materials. Discussion ensued about using bolts versus welding. Lack of power at the field would make welding difficult.

New Business: **Work Party-** The work remaining is somewhat specialized so a work party is not needed at this time. **Meet and Meat Control Line Event**-Doug B. said no work or help is needed. **Gravel repairs at parking lot to pit entrance-**Doug B. says to use the pea gravel to fill in the holes not our expensive top soil. John says we need to use the tractor to move it not by hand.

Upcoming Events: Meet and Meat Control Line Event-September 21-22. Old School event-September 28. Float Fly October 4-6. AMA Expo in Ontario November 1-3.

Event report: Doug B. reported on the Goyet C/L event. It was won by our C/L ace club member that your secretary doesn't have the name. Had a good turnout on Sunday but Saturday not so much. John E. took pictures.

More New Business: **Pilot Certifications**-Doug V. asked who was doing this now that Sheldon retired from instructing. Answer: Right now there is nobody. **Sanctioning of the Helicopter event-**Mike O. wants to know if we can sanction the event through AMA. Doug B. suggests it would be a Class C, non-rule book event instead of the present Fun Fly format and it would need a Contest Director. Mike should ask Forrest and Jeff Lovitt. Mike says they have a small core group of attendees and that he would like to see the event grow.

Late Minutes Approval: A motion was made by Mike O. to approve last month's Board meeting minutes. The motion was seconded by Danny and adopted.

Meeting adjourned at 1852 hours.

Monty Welch and Sheldon Berkowitz prepare Monty's Carl Goldberg Jr. Falcon for its maiden flight at the Old School RC Jamboree

September 9, 2019 General Meeting Minutes

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

The meeting, held at the Woodland Public Library, was called to order by Doug Vice at 1903 hours. Fiftteen members were in attendance. One guest at the beginning was Daniel who works at the library. There were no new members.

A motion was made by Mike O. to approve last month's general meeting minutes. The motion was seconded by Art W. and adopted.

Officer reports:

President: Kerry was absent.

Vice President: Doug waited until the business portion of the meeting.

Treasurer/Membership: John repeated what he said during the Board meeting. We have one new member to bring us to 98 members as of tonight.

Secretary: Mike repeated what he said in the Board meeting and added that he is going to repair the "Sun Dot" device at the field.

Safety: John Lett was absent.

Chair reports:

Field Chair: see below

Newsletter: Rich was absent.

Points: Stein was absent.

Website: Kerry was absent.

Old Business: **Finding new members-**if anyone has ideas about this let Doug Vice know. Thanks. **Water/power/electrical supplies-**We are waiting on P.G. and E. to install the meter. Most of the wiring is installed and buried. We will relocate the pump and finish the wiring. We are close to finishing this project. No work party is needed. Art asked if we are going to install a cement pad for the pump. At this time the answer is NO.

New Business: **Work party-**since a work party is not needed at this time Doug V. added that there is work that can be done at the field for points as membership renewal is approaching. **Parking lot to pit entrance areas-**as stated in the Board meeting, Doug B. says to use the pea gravel to fill in the holes not our expensive top soil. The pea gravel is in one corner on the northeast side of the parking lot whereas the top soil is south of that. Other work on this area has been put off until 2020.

Upcoming events: Meet and Meat Control Line Event-September 21-22. The control line event will feature the popular "Fox Hurl" contest where a Fox engine is thrown and measured for distance. Old School event-September 28. Float Fly October 4-6. There was some discussion about this event in regards to potluck dinners and camping arrangements. It was reported that the boat and trailer are now at Chris' house in Vacaville. Also, the AMA Expo in Ontario is coming up November 1-3 at the Pomona Fairgrounds. Discussion of this event occured. It is much bigger now and has lots of walking but less indoor flying according to people who went last year.

More: A discussion of control line techniques and flying occured next. Pete Cunha added that the Disney Corporation used to have models and promoted control line flying back in the day. Cox used to have electric C/L models with receivers and eighteen foot lines to give folks an introduction to the hobby.

Toilet Seat Award: None

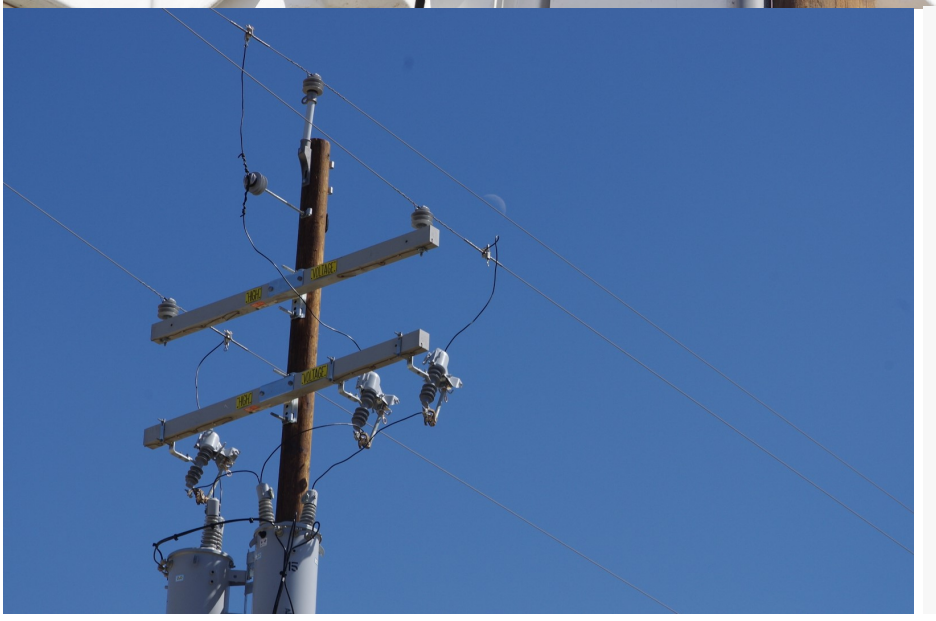
Event report: Bill McGaughey reported on the pattern contest.

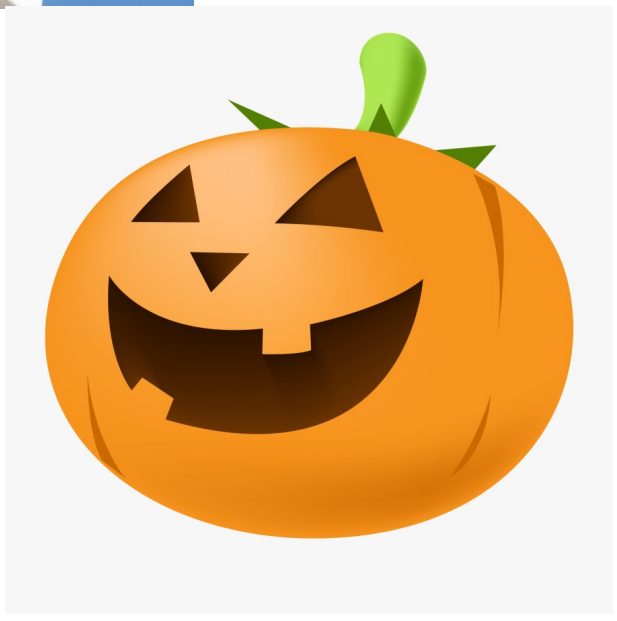
Show and Tell: None

The meeting was adjourned at 1939 hours.

Jeff Lovitt's Airtronics Olympic II sailplane

PG & E connecting power at the field for the irrigation pump





Written by Tony Stillman
Showing Landowners How Flying Sites Benefit The Community
Review
As seen in the March 2019 issue of *Model Aviation*.

As you read this, we will still be in the cold of winter, but spring is only a couple of months away! I am looking forward to test-flying some new airplanes and even some highly modified ones. I look toward a fun year of flying ahead!

I have been busy supporting AMA clubs that have recently been informed that they are losing their flying sites in 2019. Some still have a year to find another site, but either way, losing a flying site can be devastating to a club. During these trying times, it is vital for club members to continue to support the club and the efforts that are being made to find and secure a new site. In many of the cases with which I am currently assisting, the club already has a lead on a site and is working hard to do the things needed to secure it.

This often involves meeting with local government officials if you are considering city or county park land. I am assisting a club now that has a great lead on a closed landfill and the initial investigation looks positive.

If your club is in this position, please reach out to me. I have some concepts that I want to pass along, as well as some other items that will help you with your presentation to local site owners. I wanted to share a few of these concepts with my readers in hopes that you can improve your current flying site situation.

There are typically five basic parts of a presentation to a landowner. Here they are:

- Introduce your club as an AMA Chartered Club and expound on what that means. There are many components to this that need to be brought out in the presentation.
- Show how creating a flying site can help local governments solve the problem of pilots "flying drones" in the area without permission. The local flying site is where they can be directed for safe, legal flying in an area designed expressly for model flying.
- Show how creating a flying site can bring local dollars into the community. Having charity events for local or national charities is usually well supported by the community. Having the club champion such activities shows how it is part of the community. By staying in hotels and buying gasoline and food from local stores, club events support the community and are looked favorably upon by local government officials. Most well-known events across the country started as small events and grew slowly over time.
- Having the club serve as local "security" for the land. Clubs are known to make their flying sites better each year. Those improvements reflect favorably upon site owners and they don’t have to worry about destruction of their property by vandals if the site is frequently in use.
- Collaborating with local schools, Civil Air Patrol, EAA Young Eagles chapters, Boy Scouts, and church groups helps teach STEM concepts to eager young people who enjoy learning in a fun environment. Clubs have been doing this for years, but they need to let local government officials know of their involvement.

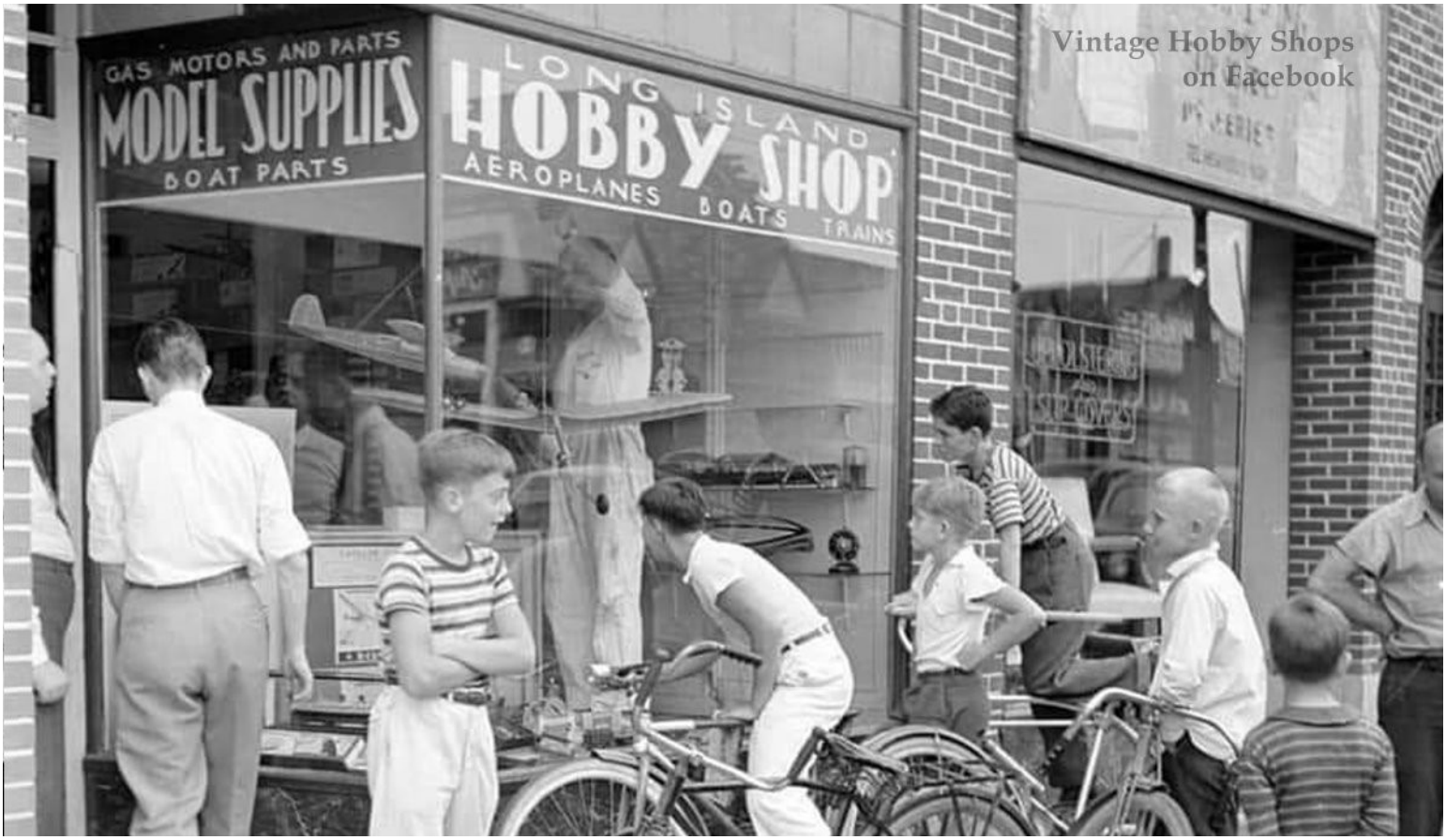
Although this is not everything that should be covered in a presentation, it hits the high points. AMA members fly according to a set of safety guidelines that have been in place for decades. The FAA even acknowledges AMA’s safety program as a safe way to fly, and as one approach to flying models legally in the US today.

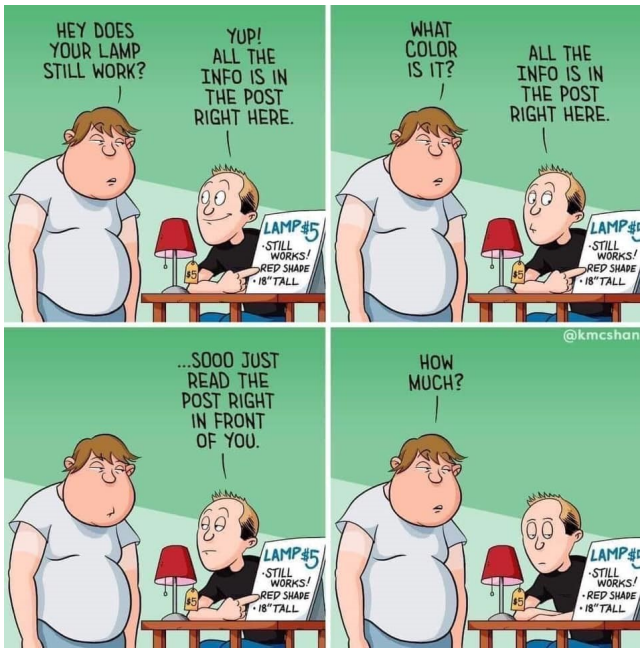
AMA clubs can purchase a $2.5 million primary liability policy that covers site owners when AMA members fly on their land. This policy can be the item that tips the scale in favor of a club acquiring a flying site. Landowners must be protected if they are going to allow people to come onto their land.

I have several good PowerPoint presentations that clubs have used to state their cases for flying sites to government officials and landowners. These cover the previous five points and more. When you modify these presentations to reflect your club's story, it can be a very powerful tool indeed.

I will gladly share these and other ideas with you. Please reach out to me and let me help. A new flying site can motivate new and old club members to get out and enjoy the skies and camaraderie of other fliers at the field. It makes all of the work worthwhile!

Now, back to the building room!
By Tony Stillman, Flying Site Assistance Coordinator | fsac@modelaircraft.org





Modelers Corner

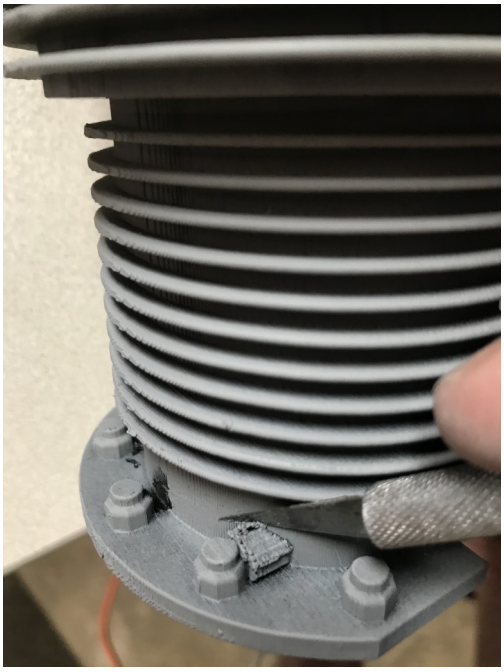
My buddy Hannes Lutzenberger is now working on a 50% scale model of the Benjamin/Wolf Gee Bee R2. If ever you thought that I was THE 'fanatic about the Gee Bee Super Sportsters,' you obviously haven't met Hannes ;-)
Aside from his workshop being an homage to full-scale and model aviation stylings reminiscent of the film ROCKETEER, Hannes may have the finest collection of Gee Bee memorabilia on the planet.
He and I have conspired over the years to perfect the CARF Gee Bee R2 kit… and when that failed, to commiserate over our Gee Bee obsessions :-(
We both began our foray into this famous golden age racer with quarter scale models, then progressed to the nearly third scale CARF Gee Bee. The adage BIGGER FLIES BETTER certainly applies to any scale Gee Bee racer, so Hannes is building a HALF SCALE version of the one Delmar Benjamin flew all those years at so many air shows.
Unlike the pilots of the originals, Delmar accumulated well over 1,500 hours while managing never to wreck the airplane… although he DID have a few close calls!
I make the distinction between building a scale model of the original R2, and the Benjamin/Wolf R2 Replica, because there are a few very subtle differences… so subtle in fact, that only the most ardent Gee Bee fanatics would even notice or care.

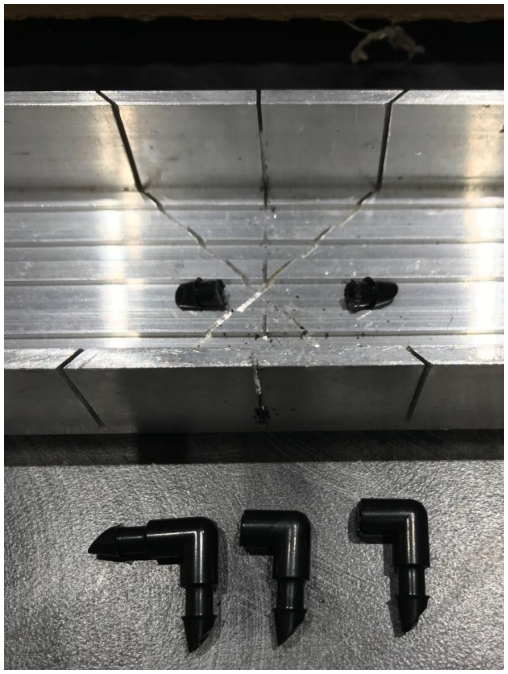
It should be pointed out, however, that other than modern brakes, the Benjamin/Wolf R2 replica was as close to an exact copy of the original R2 as they could possibly manage without the blue-prints from the original. Because of the notorious reputation of the Gee Bee Super Sportsters, the Granvilles will not release the plans unless the builder agrees NEVER to fly the completed aircraft.
As FLIGHT was the primary reason for building an R2 replica, Benjamin and Wolf had to work from their own drawings gleaned from many hours of studying exact replicas in museums, as well as discussions with renowned Gee Bee experts like Henry Haffke and Vern Clements. The completed replica was NOT aerodynamically altered in any way to afford better flight characteristics (as some have claimed)… and as expected, the replica handles exactly like the original, except that the replica is probably endowed with a more forward CG location owing to the experience of historical data and better understanding of the aircraft.
Since this is not intended to be a history lesson on the Gee Bee R2, I will move on to describing what I teased in last month's newsletter… a 50% scale Pratt and Whitney R985 dummy radial.
Never a guy to do anything half-way, Hannes acquired a Williams Brothers 25% scale P&W R985 model and employed the services of a 3D printer to create the parts necessary for the half scale dummy. Once the plastic parts were complete, he shipped them to me for final fit, finish and scale detailing.
The 3D printed parts were nicely done, but far from ready to paint. Perhaps the worst part was the engine 'crankcase' which was VERY porous and required LOTS of filling and sanding. I even elected to coat the inside with a mixture of

epoxy and cut glass to reinforce it.
After several coats of primer, spot putty, and lots of sanding, it was time to make and fit all the pushrod tubes. Using K&S Aluminum tubing and slightly larger carbon fiber tubing, I cut and fit each of the pushrod tubes. Once they were all trial fit, it was time to paint the ends where I had added the larger CF pieces.

One of the more challenging (but satisfying) parts of the dummy was creating the high-tension ignition harness. Utilizing aluminum tubing and bending springs I was able to create the round shape of the harness. I affixed smaller pieces of tubing at each spark plug wire exit using JB Weld epoxy, then painted the finished assembly "stainless steel." It was attached using flattened aluminum tubing also affixed with JB Weld.

I found that a standard Champion CM-6 plug was just about the correct scale size for this big dummy...so WHY reinvent the wheel? I used 9 of them. The cylinders themselves required substantial “cleaning up” of excess plastic and the sanding of lots of little plastic ‘hairs’ that showed up as soon as they were sprayed with primer.





I also added the oil/balance tubes between valve covers which consisted of a hex head screw, brass nut at the base, then black automotive fuel tubing secured at each end with auto spring clips. Once the cylinders were sufficiently prepped, they were all sprayed “aluminum.” And by the way, I used Model Master acrylic enamel paints thinned with 91% isopropyl alcohol and a Paasche airbrush. These little bottles of paint are NOT cheap (at $4 a copy), but are super easy to use, water clean-up, and VERY opaque, so a little really does go a long way. They also come in a huge variety of colors, including military colors for both allied and axis militaries.

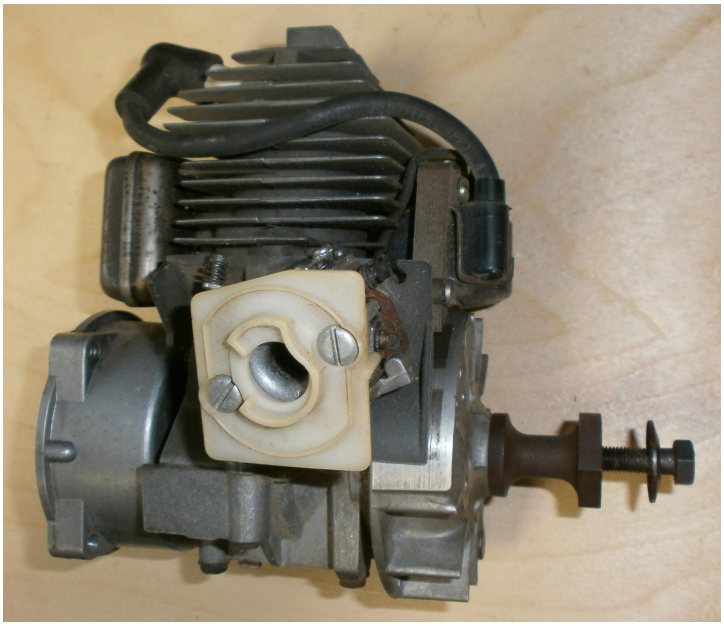
The spark plug cables were cut from 12 gauge black insulated wire and a small nut affixed at either end to mimic the full scale look. The 90 degree spark plug caps were made from plastic landscape drip-line fittings. Each required some cutting and then painting silver. Red heat shrink tubing connected the cap to the plug.

Fitting the pushrods was tedious… I used RC 56 at either end of the pushrod tubes and at the same time, 30 minute epoxy to attach each cylinder to the crankcase, using spring clamps to hold in place. I was able to progress quite rapidly in this manner, attaching the next cylinder and pushrods immediately after clamping the previous assembly.
Once all the cylinders and pushrods were firmly in place, it was just a matter of adding a little bit of "wear and tear" using a light spray of Burnt Umber in the nooks and crannies.
This adds much-needed character and 'depth' to the dummy so it doesn't appear 'sterile and two dimensional.'
The spark plug wires were affixed using RC56, which by the way, dries absolutely clear and will glue just about anything to anything. It is also water clean-up.
The finishing touches were the P&W Data Plate, created from an internet picture for me by Lazer Works Engraving and Design @ lazer-works.com, and a Pratt and Whitney emblem, which I made from another picture on the internet and printed to photo paper.

The entire engine was clear-coated with satin Model Master acrylic. (these paints are sold at RC Country)
Packing and shipping this behemoth was a test of engineering and pocketbook. Amazingly, it arrived in Germany unscathed.
If you want to follow Hannes' progress on the HALF SCALE R2, you will find this project on Facebook at 'Gee Bee R2 - Project 50%' as well as 'Hannes Speed Shop' (also on FB).

Richard Geertson

A TRIBUTE to the QUADRA 35



The Quadra 35 may not come to mind when we think of a "collectible" engine, but to my way of thinking, it is profoundly CONSEQUENTIAL in the history of RC. I consider the Quadra 35cc gas engine to be the Grand Daddy of large scale RC powerplants. Before the Q35 gas engine was readily available, "giant scale RC" was a serious compromise between size, weight, power and lack-luster performance.

As the Q35 was the patriarch of large scale RC power, Bud Nosen Models was certainly the grand dad of giant scale RC aircraft kits. Some of us recall the Bud Nosen ads, in which nearly every kit offered was designed to fly on ".60 size engines and up"… To say that flying an 8+ foot RC plane with a .60 glow was "optimistic," would be a profound understatement.

In an effort to spin larger props and produce the thrust necessary to handle big airframes, some manufacturers, like DuBro, offered Prop Drive Units. While a prop drive did allow the use of larger props, it still relied on a screaming two stroke GLOW engine for power, which meant fuel-proof finishes and poor fuel economy/high fuel costs.

Vintage Dubro Prop Drive Unit which, with a "Webra .61 Blackhead and 15% nitro" can, according to "Performance Tests by Scale R/C Modeller magazine" drive:

- 20-8 prop, max rpm 5600, idle 1000
- 22-8 prop, max rpm 5000, idle 800
- 24-8 prop, max rpm 4000, idle 700
- 20-10 prop, max rpm 5100, idle 1000
- 22-10 prop, max 4700, idle 900
- 24-10 prop, max 3800, idle 700

"Flying: Excellent for 1/4 to 1/2 scale models. For best performance, your wing loading should be approximately 24 oz. or less, although planes weighing 28 lbs. have been flown successfully with heavier wing loadings...To date, many of Bud Nosen's kits have flown successfully with this Unit. Don Anderson's Gere Sport (Nosen kit) can perform loops, rolls, inverted flight and 4x8 point rolls..."

"The engine with the large prop beating the air is reminiscent of some of the older aircraft engines...a very low realistic sound..."

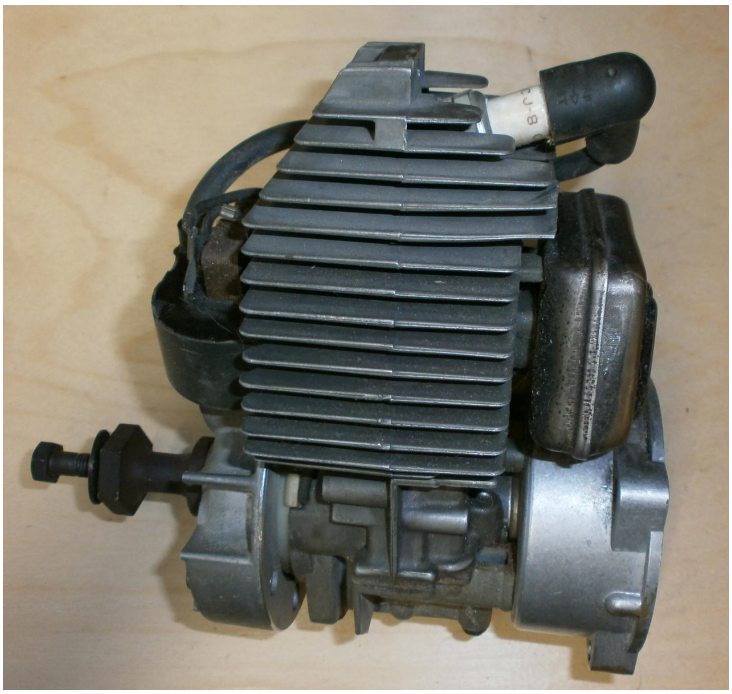
Larger glow engines were offered, like the O.S. Max .80 and Webra .90, but these were still limited to 14 to MAX 16" inch props and massive consumption of glow fuels.

Some may remember the "Rhino 140" offered by Hobby Shack. The Rhino was a Roper 1.4 cu. In. industrial engine used by Sears in their garden equipment, etc., which had been converted to GLOW RC aircraft operation. I actually owned one of those engines back in the day, but only bench ran it. Like other large glows, the Rhino was noisy, messy, and not very economical.

In the April 1978 issue of RC Modeler magazine, they reviewed the Bud Nosen Gere Sport biplane kit. The finished 8 foot span aircraft was covered with Monokote (to save weight). The builder omitted the interplane N struts to reduce weight and drag. Power was provided by an O.S. Max .80 spinning a 14x6 prop. The finished 14.5 pound bipe re-

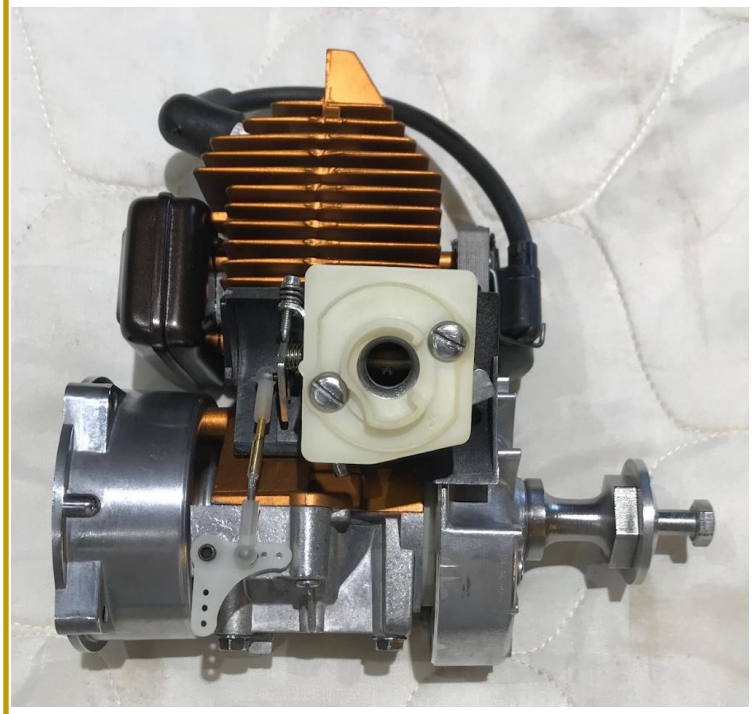
quired 2 pounds of lead in the nose to balance. I can only imagine how SLOWLY that airplane must have flown and how "dicey" it must have been to gain altitude! They later switched to the Rhino 140, which eliminated the need for the extra nose weight and spun an 18x6, but performance was still marginal.
When the Quadra 35 came along, large scale aircraft became practicle, and in several other ways, ECONOMICAL. Because keeping everything super light weight was no longer of paramount importance, modelers could purchase cheap door skins and use them to make fuselage formers and even wing ribs. It was perfectly acceptable to rip strip stock, spars, and longerons from spruce and other soft woods.
Using a gas and oil mix, the Quadra cost about 1/10 what it cost to feed a large glow engine, plus it was inherently more fuel efficient. The switch from methanol to gas also allowed the use of inexpensive finishes like rattle can Rustoleum and Krylon paints, as well as Latex house paints.
There were a few negatives… the Quadra was relatively heavy for its rated HP and it vibrated. A lightly built airframe could be damaged by the hammering of its two stroke power pulses. It wasn't particularly quiet, although top rpm was considerably less than a large two stroke glow. The carburetor needles could only be adjusted while the engine was stopped and special throttle linkage was needed for a straight shot back into the fuselage. The electronic noise produced by its spark ignition could interfere with the AM RC frequencies and even FM radios were effected if a non-resistor type spark plug was mistakenly installed.
Dario Brisighella was one of the first Quadra "pioneers" to begin offering modifications to the engine. Perhaps his most appreciated mod was a precision balancing of the engine's flywheel, which helped smooth it considerably. Later, adapters to turn the carburetor needles away from the prop arc and user-friendly throttle linkage were added. Several manufacturers offered "mufflers," but in virtually every case, these were varying types of "exhaust diverters" since their effectiveness at muffling was debatable.
With the Quadra 35, big aircraft no longer struggled to become or stay airborne and the reliability of magneto ignition and a pumper gas carburetor provided peace of mind that had previously been scarce. It spawned many other Quadras, from 21cc to 200cc, and inspired other manufacturers to offer more refined gas 'conversions,' and finally, BUILT-FOR-RC gas engines, like Desert Aircraft and 3W, and many knock-offs.

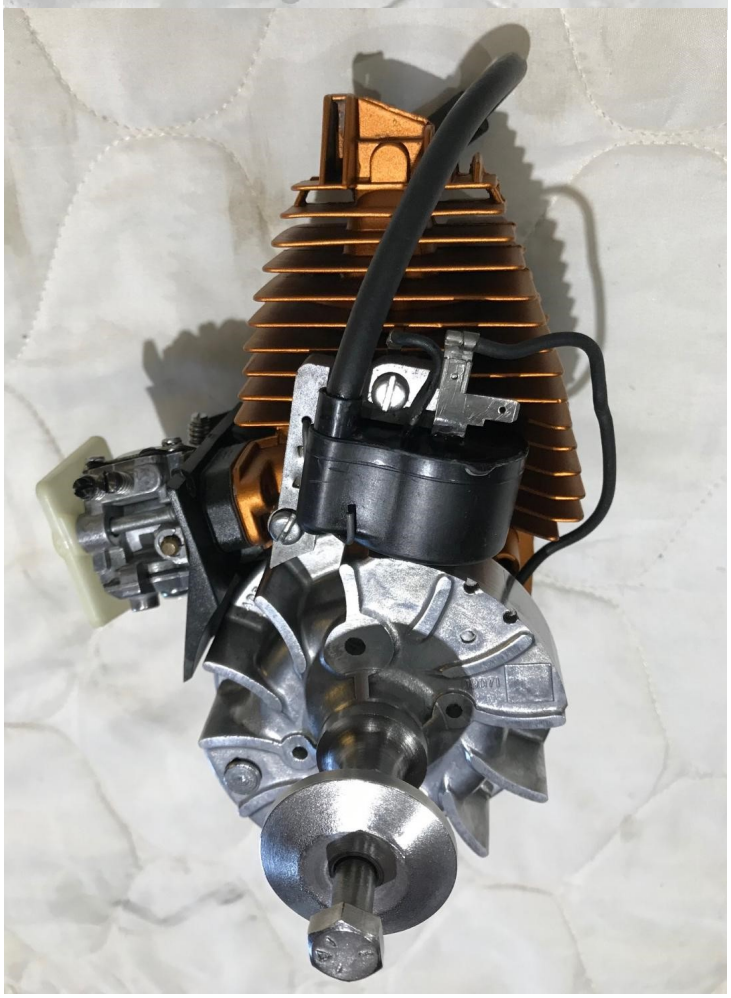
My son gave me an old Quadra 35 a few months ago. It was dirty and corroded, but otherwise, intact. I finally got around to cleaning it up and "dolling it up." It didn't appear to have much run time and really just needed some TLC to make it pop. After partial disassembly, I used gasoline and then Simple Green and scrub brushes to remove all the surface crud. Some steel wool and a wire wheel were used to remove surface corrosion. Navel Jelly was used to neutralize and remove some surface rust.
After another cleaning, the engine was taped off and sprayed with VHT high temperature copper. The muffler was cleaned and sprayed with high temp Oil Rubbed Bronze. Some additional brightening was achieved using Mother's Mag Aluminum polish.



I disassembled the carburetor to find it spotless inside and the pumper diaphragm still supple.
The old throttle linkage was replaced with new linkage and the engine mounted to my test stand, a new Top Flight 18x8 Power Point prop installed, and 12 ounces of fuel/oil connected via Tygon fuel tubing.
Upon hand propping the engine, the prop drive adapter immediately came loose from the front of the flywheel. I cleaned the threads and applied RED Loctite, since I see no compelling reason to keep the prop adapter easily removable….
After MUCH hand propping without a pop, I went against one of my CARDINAL RULES when starting any and all gas engines, which is:

"IF it requires an electric starter, SOMETHING, IS FKING, WRONG! STOP and figure it out!"**
What was wrong was simply not enough fuel getting to the engine. Another little drawback of these early gassers is the lack of a choke butterfly. I had put my thumb over the carb inlet and spun the prop, but after so many years of the carburetor being dry, it simply wasn't sucking gas like a normally operating Walbro is known to do. I am positive that had I been more patient, and continued chocking and spinning the engine, it would have eventually started, but PATIENCE is a virtue I generally lack…
So, out came the big Sullivan starter with Miller belt-reduction drive. The Quadra came right to life!
My goal was a nice looking, running Q35 to add to my engine collection… achieved! ***R. Geertson***





The 6th annual Old School RC Jamboree was held on Saturday Sept. 28th. Weather was looking a bit unsettled and attendance was sparse with 6 registered pilots. Under cloudy skies with winds gusting to 12 mph, pilots did post several flights. The $10 landing fee included lunch and Ben Ponzo was on hand to man the grill – always appreciated! It wasn't until after lunch that the weather began to improve, but by that time, most everyone was packed and headed home. The calm wasn't long-lived, as later in the afternoon, Woodland and Davis were hit with a freak hail storm that had parts of Hwy 113 looking like chains might be required... Even more bizarre, Davis was hit with a TORNADO… not just a typical dust devil, but a REAL tornado. No damage was done. ***R. Geertson***

Sheldon Berkowitz Midwest TRI SQUIRE, stationary and in flight (right)

Linda Welch did a masterful job of covering Monty's Goldberg Jr. Falcon. Sheldon prepares to hand launch

Jeff Lovitt's vintage Phoenix 7 pattern plane (left). Ed Morgan's House of Balsa PT-19 (above). Grill master, Ben Ponzo…

Lots more pictures available thanks to John Garfein, at: https://www.jgarfeinphoto.com/radio-controlled-aircraft.html


Nor-Cal Huckfest -
Giant Scale Event
Saturday& Sunday
October the 12th
and 13th,2019
At the AMOS field Located at
4015 East Catlett RD, Roseville, CA
One Mile from the Thunder Valley Casino
Great Event Lodging
Any Giant Scale 79" and above wingspan
3D Model Airplane can Fly
Free overnight RV parking
Pilots can arrive on Friday 11th to Practice
Flying at the field.
$10 Landing Fee Saturday - Sunday no charge
AMA insurance is Required
Great BBQ - Hamburger or Hotdog $7 meal Tri-tip $10
The AMOS Field is a Gold Member AMA field
One of the Best in California
Contacts: Basil 916-410-2791
Geordan White 916-521-8590
Gary Meyer 916-276- 6990 Web www.amosrc.com

Delta Valley Modelers & Delta Valley Flying Club Present:

11th Annual Jet Rally

IN THE VALLEY

Overnight RV Camping (No Hook-ups) 209-464-5313

2019

OCT. 18-19-20

3 Big Days of Jets

KINGDON AIR PARK

12145 DeVries Road - LODI, CA 95242

Pilot Registration $45
includes:
Steak Dinner & Event Shirt

PUBLIC & VENDERS WELCOME
FOOD CONCESSIONS ON SITE

9:00am Friday, Saturday & Sunday

deltamodelers.org, hiflyerjr@sbcglobal.net

2nd ANNUAL
CENTRAL CAL RADIO CONTROL
WARBIRDS

Saturday October 26, 2019 9am - 3pm

38473-39059 Ave.12 Madera CA (Across from D & D Ranch)

Free admission for all spectators and R/C enthusiast.

Come show off your warbird.

Warbirds and Jets are welcome.

$20.00 Pilot Registration $25.00 Day of event. (Lunch included for pilots)

BBQ Lunch / Free for registered Pilots.

50/50 and prize raffle.

Contact Alan Lara 559-232-0856 for more info.

WDA Officers and Board

President Kerry Roberson
(661) 978-1992 flybaby1569@gmail.com

Vice President Doug Vice
(916) 949-8323 dgvice@outlook.com

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

Secretary Mike Frint
(916) 895-8056 kaosfan@comcast.net

Board members:

Doug Barton (530) 662-6469
controlinedoug@aol.com

Chris Dellinger (707) 446-9647
cdellin@sbcglobal.net

Mike O'Kane (530) 796-4377
micharlokane@gmail.com

Sheldon Berkowitz (530) 756-1217
saberkowitz2@comcast.net

Danny Winters (916) 342-0679
win51@comcast.net

WDA website
www.wdarc.org

Woodland Davis Aeromodelers
42875 County Rd. 29
Davis, CA

WDA Cabinet

Membership
John Eaton (530) 681-5316 goldeneramodel.com

Safety Officer
John Lett (510) 853-1729 lettaviation@aol.com

Field Maintenance
Doug Vice (916) 949-8323 dgvice@outlook.com

Points
Stein Buer (916) 850-9457 steinbuer@gmail.com

Newsletter Editor
Richard Geertson (707) 693-9537 geertson@sbcglobal.net

Web
Kerry Roberson (707) 447-2701 flybaby1569@gmail.com

Club Advocacy
Lou Fox (530) 753-9331 loujfox@yahoo.com

SNACK SHACK
Ben Ponzo (916) 947-7468 bennet_508@hotmail.com

Flight Instruction

Flight instructors:

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

⇒ Carlos Reyes (650) 243-8894
carsii@hotmail.com

Jet Turbine Instructors

⇒ **OPEN**

Helicopter Instructor (Only):

⇒ **OPEN**

Next Club Meeting: Monday Oct. 14th at 7pm

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

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