

WOODLAND/DAVIS AEROMODELERS



Feb Newsletter 2020

Prez Sez:

Welcome February!

First off, I would like to apologize for missing January's meeting. It was a pivotal meeting but couldn't be helped. To those of you that weren't at Chilly N Chili, I had mentioned that my wife surprised me with a 3D printer for the December holiday. I have been working hard at learning to get it to print what I want on a regular basis. It is a great machine but came with some learning curve. For example, the most basic material used in 3D printing is fragile and can't really print the small intricate items like cockpit joysticks. It can print heads, busts, dashboards, seats, etc. I have heard of a 3D rendering free to use that can bring a group of photos into a 3D image. I am working toward printing pilot busts of our own likenesses. When I get it sorted, the line will form.

I would also like to invite each of you to help participate in our newsletter. It is always a treat to get a few pictures and story behind our current builds, (wo)man-caves, places and or events you may have attended or simply your favorite, everyday flyer. Your help will keep our newsletter at the top.

And finally, A Great Big Thank You! To all of you. This is a great hobby, with a bunch of nice members, always willing to share experiences. We also have the best airfield in the area. That is entirely due to the work from all of you. If anyone has suggestions or concerns, my email is always listed. Hope to see you at the Field and the meetings, Fly Safe!!!

Doug Vice
Dougv69@gmail.com

NEXT WDA CLUB MEETING
Woodland Library, Leake Room
Monday Feb. 10th @ 7pm
Board meeting @ 6pm

Prez Sez
Meetings Minutes
FREE Modeling Magazines
Mending fences...
Modeler's Corner
Washout
All Hobbies Swap Meet

Doug Vice
Mike O'Kane
R. Geertson
Monty Welch
Bearcat
R. Vaillancourt

WDA January Board Meeting Minutes

Members present: ___ Doug Vice, X John Eaton,
Randy Sizemore X Mike O'Kane,
X Jeff Lovitt, X Dan Winters, X Doug Barton,
X Chris Dellinger X Keith Young
Meeting called to order by John Eaton
Meeting agenda as posted on the Club forum with any following additions.

OLD Business

-
1. Jim Saare has removed his trailer and is working on the remainder of his belongings.
Item closed
 2. Form IRS 990 tax requirement is available on the WEB as public information.
Item closed
 3. Snack Shack shade structure rework is in process and cost to be determined.
 4. Request for night use by astronomers.
Discussion that ensued covered liability, Clubs desire to make the Field accessible, how would our insurance cover this type use and protect the land owner.
Randy Sizemore shared his experience with his other club membership and explained they had similar requests and required those who were granted use to become Associate Members.
As WDA has this type membership the idea will be looked into as a possible solution.
1/27/2020: AMA has been contacted and asked if the Associate membership solution will be covered under the Field insurance.

Water Project.

Suction pipe was removed from the ditch due to winter flow, pipe will be replaced with smaller size in the Spring and the project should be complete. Suction capability of the pump could not handle the weight of the water column when using the 6" suction pipe a 3" pipe will be installed when the winter heavy flow ends in the ditch.

NEW Business

Special Election for VP.
This Election took place at the General Members Meeting later tonight, see minutes for that meeting.
Item Closed
Woodland Christian after school STEP program.
This items will be discussed at the General Members Meeting tonight.
Item open
Topics for the January 2020 Board Meeting.
These topics were taken from the various e-mails submitted by Robert Kaslowski
- Extended stay at the field.
This item was discussed, no changes to current Field Use Policy was proposed.
Item is Open
- Access to Financial Reports.
Treasurer provides a briefing on the club spending and also supplies a copy of the Monthly Profit and Loss to the Secretary, See the Treasurers comments in the General Meeting minutes.
Item is closed
- Personal use of club resources/Storing Personal Property

at the Field.

The wood trusses were brought up as a concern that individuals were allowed to store items at the field. The trusses are Club Property. Some Farm implements are owned by Club Members that have been brought on site and allowed the Club to use these items to maintain the Field.

Item is closed

- Miscellaneous things laying around the field

Barbeques

Issue was discussed and item could be added to a work party for disposal if appropriate solution

Item is open.

- Stove

Not sure what this item is about (donation?) but it could have the same solution as derelict BBQs. Anyone that has knowledge of this item your comments would be appreciated.

Item is Open

- Pick-up truck

The truck was donated by the family member of a deceased individual, vehicle has been ruined by critters chewing up the wires and discussion that ensued was to donate the vehicle and have it removed.

Item is open

- Sun room parts.

Discussion needs to continue and develop a solution for this concern.

Item is Open

- Derelict lawn mowers/equipment

Lawn mower are being used for part to keep the working lawn mowers up and running.

Item is closed

- Copious model plans (containers/plans)

John Eaton commented the plans were from a private individual s collection and the owner was trying to preserve early vintage model plans. The Club intent is to categorize the plans and determine the vintage models. Item is open

- Field Projects:

water system

Item is open, see comments under New Business

- Snack shack shade structure

Plans and cost estimate are needed to rework the structure. Plan is to have the structure reworked prior to the fabric panels going back up.

Item is open

- Fencing

Further discussion will take place, Several Members have concerns and letters addressed to the Board have been received.

- New tables.

Discussion took place that will rework the existing tables to ensure the tables are structurally sound and new tops and edging will be installed.

Item is open.

- Use by Non-WDA members (e.g. night use of field by an astronomer, animal training, Drone training).

Kerry reached out to the individual and briefed him on the Associate Membership, the individual was going to visit the field during day light hours and get back to Him or John Eaton.

A call was placed to the AMA asking if this type of activity is covered under the AMA insurance, answer is pending.

Item is open

Meeting adjourned.

WDA January General Meeting Minutes

Members present: ___ Doug Vice, x John Eaton,
x Randy Sizemore x Mike O'Kane,
x Jeff Lovitt, x Dan Winters x Doug Barton x
x Keith Young x Chris Dellinger
Meeting called to order by John Eaton.

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

Recognition of guests and new members.

Officer reports:

President: Doug Vice is not in attendance

Vice President: Randy (after his election) recapped the
Board Minutes listed in the Board meeting minutes.

Treasurer: John Eaton reported on Club account. Dues
income of \$2433.00, Interest and Dividends \$99.14.00,
Expenses \$593.73, Net income of \$1,933.00.

Special VP Election: Randy Sizemore has been nominat-
ed to fill the empty VP position and has accepted the
nomination. A motion was brought forward by Doug Bar-
ton that Randy Sizemore be elected as the Vice-
President for 2020, motion was seconded by John Lett
and a vote took place. Randy was elected by the majority
present and he took his place as the lead for the meeting.

Secretary: I talked about the members responding the
FAA NPRM for UAS. The AMA has a good POD cast on
this issue and information on the WEB site to understand
what is being said as well as templates to respond.

Please take an hour to visit <http://modelaircraft.org> As of
this writing On 1/27/20 there are 7433 responses, "not
enough" please comment another site for good infor-
mation is <https://www.regulations.gov/docket?D=FAA-2019-1100> and <https://faa.gov/uas> You can read submit-
ted responses from the regulations page and submit di-
rectly from that page as well.

Chair Reports: No comments

Membership: John reports there are approximately 44
memberships issued to date.

Safety: John Lett is present, no safety agenda items

Field Chair: Art Williams is present, comments were
made regarding the dead Star Thistle and what it would
take to knock it down prior to this year's growth.

News Letter: Rich Geertson is present, as usual any arti-
cle you care to see published please send to Rich's at-
tention for inclusion in the NEWS Letter. Comments of
appreciation for Rich's effort to create the NEWS Letter
were made

Points Chair: John Stein has the point tally current as of
December 31st 2019

WEB PAGE: Kerry has the WEB current

Events Reports: The New Year's Chilly and Chilly was
again a success. This year's favorite theme turned out
to be sail planes. Forrest provided the winch and the
youngsters retrieved. The food was great, the weather
cooperated and everyone had a fun day at the Field.

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the remainder of his belongings.

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and the project should be complete. Suction capability of
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installed when the winter heavy flow ends in the ditch.

Item is open

New Business:

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tonight, see minutes for that meeting.

Item closed

Woodland Christian after school STEP program.

This program is proposed to begin April 1st. through
May 27th and will be from 1:50p – to 2:50p. John Eaton
and Doug Barton have committed to help but more in-
structors are needed.

Item is open

Topics for the January 2020 Board Meeting.

These topics are all listed in the Board Meeting minutes.

Guest Speaker: Bill Ragsdale presented this report on the AMA suggested read list of "Prince of Drones" The Reginald Denny Story. He was in 200 movies, both silent and talkies, played Broadway and Television was a WWI fighter pilot, RC Airplane enthusiast, RC engine manufacturer and created the Drone.
 Authored by his Granddaughter Kimberly Pucci.
 ISBN – 978-62933-488-2: bearmanormedia.com
 Meeting adjourned

MAGAZINES! MAGAZINES! MAGAZINES! FREE!
I GOT THESE FROM A BUDDY.. HAVE LOOKED THEM OVER
AND AM READY TO PASS THEM ON.
FREE, JUST COME AND GET THEM.
BELOW IS A LIST OF WHAT I HAVE -

<u>Magazine</u>	<u>Years</u>	-	-
Aero Modeler	1956 - 1970		
Air Trails	Nov. 1936	Mar. 1939	1947 - 1955
American Modeler	1957 - 1962	1966	1967
Armchair Aviator	1972	1973	
Grid Leaks Radio Control World	1965	1966	
Model Airplane News	1938 - 1972	1999	2000
Model Aviation	1976 - 2018		
Model Builder	1971 - 1986		
Radio Control Micro Flight	2000 - 2005		
RC Modeler	1971 - 1982		
SAM Speaks	2000 - 2004		



Contact Rich Geertson if interested
 (707) 693-9537

I find myself embroiled in another fence issue due to the desire of some members who want to reinstall the spectator fence. And because of this I will be making 2 motions at the February 9, club meeting. 1, for the spectator fence to **NOT** be reinstalled and 2, the **removal** of the pilot protection fence.

First some background on fences at the old field on Rd 102. There were no fences at this field except around the pit area on the North, South and the West sides. The entire area including the start up areas was open to visitors and spectators. There were not any pilot protection enclosures either. This is the way it was when we flew from the east side of the runway. In the 20 years at this site I was/am not aware of any club officers or board members wanting to put up any fences. I ran 40+ events.. "Wings of Victory" and the Jet events. Because these 2 events attracted many spectators, I felt the need to put up orange fencing to separate the flight line area from the spectators. This worked out without any problems.

Now at the new location off of Rd 28, and using (WDA club members) best judgment in accordance with AMA guidelines a lot of fences were installed. We used pilot enclosures, that Dan Avilla made, with orange netting. On the North and South there was fencing put up supposedly to protect people in the start-up area. Experience showed that this fencing was just breaking planes and was also exposing pilots in the start-up area to planes taking off and landing, because the start-up area was too close to the runway. After a Bearcat ran into the North start-up area fencing, myself and other club members removed about 10' of that fence.

There was no disciplinary repercussions after removing this part of the fence. And there was no prior approval to remove said fence. It was just a common sense action taken by active pilots at the field at the time. Later months a motion was made and passed to install a pilot safety fence. I became involved after the first pilot safety fence was installed, and after seeing planes damaged on that fence. There would not have been any pilot injuries due to the errant planes(s) if there had not been a fence. Most pilots were using the pilot enclosures made by Dan Avilla.

There were many more discussions about the safety fence at the meeting(s) and a final vote was passed about the fence issue.

At this time, I remember that a particular board member made the statement, "Lets see how the fence works out". (I will not make mention of this board member, but maybe some of you remember the statement being made). I am more aware of things that go on at the field, since I fly so often. What I have observed is, it is more dangerous now than before the fence went in. And this is because many pilots do not and will not stand behind the fence - they stand on the taxiways or in front of the fence for whatever reason and this makes them more vulnerable to any out of control planes. If the Dan Avilla enclosures had not been replaced they would still be utilized by all pilots, still supplying protection for the pilots.

At the Castle Giant Scale event they just have the orange netting around the pilot enclosures. The aircraft flying at this event, most are heavy giant scale planes. For 20+ years I have been attending the Castle event and they have never changed the pilot enclosures. If these enclosures had proven to be inadequate the organization running the event would have upgraded the pilot enclosures. You would think anyway!!

I re-iterate that at the old field, there were not any pilot enclosure fences and there was never a safety question to warrant putting up fences at the old field... when we flew from the East side. So why the need for this pilot protection fencing at the new field? Have the active pilots become incompetent since we moved to the new field?

On my 1st motion about the spectator fence.. we already have a spectator fence over by the snack shack area. If a fence is to be installed to keep spectators out of the pit area from the parking lot.. then it will need to be one long fence, with openings only with a gate for pilot entry only. I don't think this is a viable solution to a non-existent problem. We have never had a problem with spectators coming into the pit area because the pilots will monitor the situation. At the meeting I will be asking for a cost on the spectator fence. I will vote **NO** on the spectator fence. Instead of incurring another fence cost, maybe the inexpensive way to go should be to install "PILOT ONLY" signs on the West pit area fencing. During events with spectators expected, put up signage between the parking lot and pit areas, directing spectators to the designated spectator area which would be the snack shack area. And run yellow tape between the signs.

On my 2nd motion.. about removal of the pilot fence for the above stated reasons, I will be **voting to remove the fence**.

Any cost associated with removing this fence, I will cover the cost, and I will organize the work party to remove said fence. I have asked the club treasurer to email me the approx cost of the installed pilot safety fence.

Members can vote by email or phone by contacting anyone of the officers of the WDA with your vote. This is in accordance with WDA club Bylaws (See Section II, C4) Below is a list of WDA club officers to send your vote or call. Email is preferable. CC to me at Loon12@aol.com

President.....	DOUG VICE.....	(916)949-8323	email.....	doug69@gmail.com
V. President.....	RANDY SIZEMORE	(916)804-4250	email.....	reddogusa1@aol.com
Treasurer.....	JOHN EATON.....	(530)681-5316	email.....	jeaton01@gmail.com
Secretary.....	MIKE O'KANE.....	(530)796-4377	email.....	micharlokane@gmail.com

The 2 motions will be decided by written vote/absentee vote (email/phone) to be counted by a club officer at the Feb. meeting. If you are intending to vote absentee, please do it before February 8th.

Again.. email is preferable.. CC to me at Loon12@aol.com

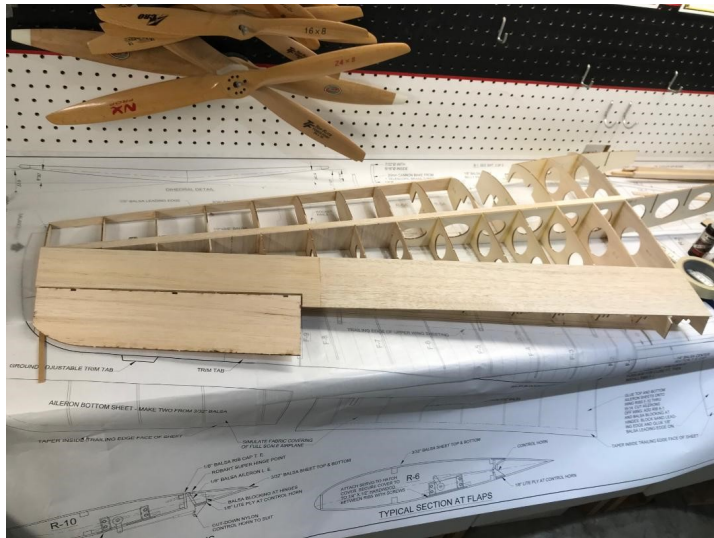
Monty Welch

Progress continues on the Jerry Bates F8F-2 Bearcat, DESPITE the trivial demands of life getting in the way... :-)) I am not creating a build blog or following a set of directions. The directions that came with Bates' plans are for the fully built-up 1/5.5 scale version and mostly useless. The PLANS have enough detail such that with a few plans-built models under your belt, construction is not a problem.

Modelers Corner

I have been thoroughly enjoying this build and find that this activity is much like working out/going to the gym... IF you stop going to the gym for a substantial length of time, starting back up can be very difficult. It takes motivation - like the motivation we ALL feel when we first open a new kit or have a "killer" idea for a new project. Like a New Year's resolution to get in shape, we start out gang-busters! Then it seems, the motivation always diminishes over time, especially when embroiled in areas of construction that are exceptionally challenging (like that ever-expanding mid-section :)

Wing construction was fairly straight forward, although I was quickly appreciating today's two-piece wing designs. At only 86" the Bearcat wing isn't especially long, but I still find myself bashing it into things when trying to maneuver it within the confines of my shop!



Despite building on a flat building board, I generally find the wing isn't "straight" until I force it to be straight by methodically anchoring it to the building board, verifying with 4 to 6 foot straight edges, and carefully sheeting while it's firmly anchored flat. I also find that some wing parts are more easily shaped and attached if the wing is free of the building board. DON'T be afraid to do this.. Just make sure you re-anchor the wing, verifying it is true, before applying all sheeting. The other issue that requires attention when building most high wing loading aircraft, is "wash-out." Find the article in this newsletter that fully explains wash-out.

The ailerons are built as part of the wing and then cut away; the flaps are built separately. I actually ENJOY carefully fitting and cutting wing sheeting... it's like putting together a giant puzzle. And I find almost without exception, EVERY sheet of balsa must first be 'trued' before it is applied to the wing. It is rare to find a long sheet of balsa that isn't warped, so trimming both long edges of the sheeting is required before applying to the wing. This must be done so the sheeting edges meet over the their full length. Keep in mind, the more accurately the sheeting meets, the better the glue joints, the stronger the wing! Perhaps the most challenging aspect of building the wing was installing the retracts... I "assumed" that since this Bates kit was designed with Sierra Precision scale retracts in mind, the gear would be a virtual "drop-in" fit.



AND I WAS RIGHT! After only 3 DAYS of grinding and fitting, the Sierra gear DROPPED RIGHT IN! :-)



None of this surprised me.. IF you're building an airplane with retracts, it simply comes with the territory. I would have been shocked if it had worked out any differently. It still isn't what I would call "done" as I have additional reinforcing to do in the gear mounting area. Once gear installation was worked out, I proceeded to pin the wing inverted to the building board, set up the correct wash-out, and sheeted the entire bottom side. In the course of building the ailerons and flaps, I have sandwiched carbon fiber matt along the trailing edges of both to add not only strength to the thin trailing edges, but also to keep them straight.

After several hours locating the wing on the wing saddle so that the wing tips were equa-distant from the fuselage and equally triangulated from the tail, I drilled for wing dowels and hold-down bolts. I reached what, for me, is always an EPIC moment in any build, and that is setting the airplane up on its wheels for the first time!

The amount of work left in this build is substantial. IF I think about it too much, it becomes daunting, so best to bite off small amounts at a time, still thinking ahead at other steps that cannot or should not be overlooked.

All in all, **HAVING A BLAST** building this thing!
It's fantastic that there are still companies out there (like Vic RC) that offer huge time savers like fiberglass parts!
The Sierra landing gear are expensive, but I have to say, **WORTH EVERY DOLLAR**.
I had Sierra gear in my giant CARF P-47 and was extremely impressed by their quality and durability.
These Bearcat gear appear to be of similar quality.

Rich Geertson



Washout

By: Roy Vaillancourt

July 2004

Over the years I have had many of my fellow modelers ask me about washout. What is it and how is it achieved and why do we use it? The easiest way to think about washout is to consider it a “built in twist” into the structure of a wing. A controlled warp if you will.

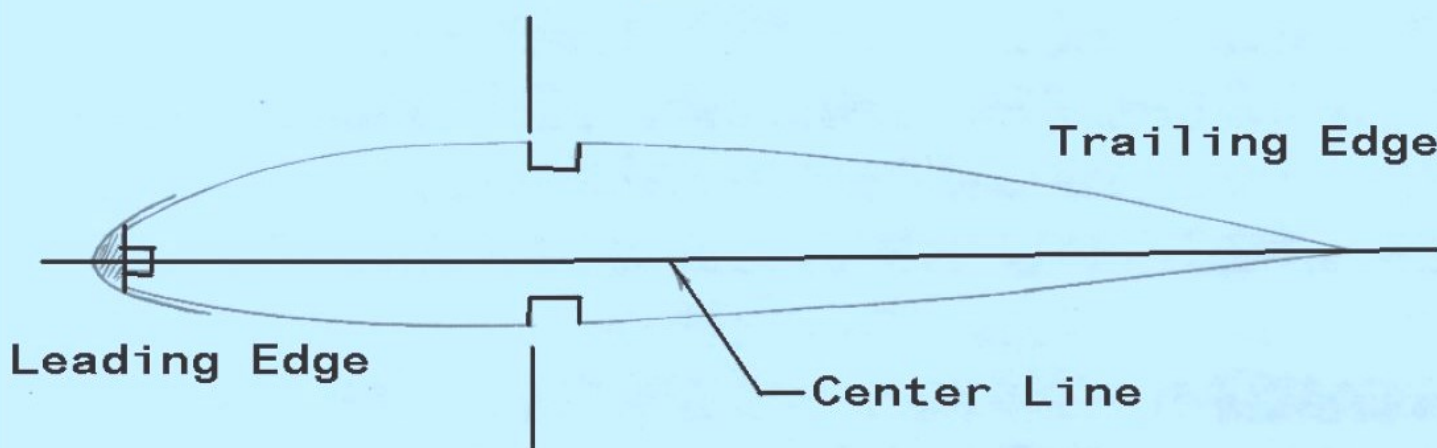
Normally we would try to build things as straight as possible. Especially when it comes to wings. In aerobatic models that is most certainly the case, as we would like the model to behave the same whether it is upright or inverted. Aerobatic models are aerobatic by the very fact that they are designed to be inherently unstable or right on the “hairy edge”. Hence, any means of establishing inherent stability is generally not used so it is not uncommon to see aerobatic models not use washout. Scale models on the other hand have a great desire to want to be stable so that the pilot in command stays calmly in command. One of the most popular means of building in some stability is to incorporate washout into the construction of the wings outer panels. Some designers apply washout to only the last few ribs on the outboard end of each wing panel. The better approach is to incorporate a varying amount of washout from root to tip of the “outer” panel. For example: Aircraft that have wings that are made up of multiple segments should have wash out only on the outer panels of the wing. Some examples would be a Corsair, Typhoon, Stuka, Hurricane or Hellcat etc. Aircraft with “complete” wing panels such as a Mustang, Spitfire, ME-109, FW-190 etc. should have washout incorporated in the entire panel from the aircraft centerline right to the tip rib.

“What is washout really and how does it work?” you may ask.

Washout works like this: If a wing panel is twisted so that the trailing edge of the tip rib is slightly higher then the trailing edge of the root rib this will in effect reduce the angle of attack of the tip ribs. If this twist is gradual from the root of the panel to the tip each rib in this panel will progressively have a reduced angle of attack. This means that in flight as the airflow approaches the tip of the wing the tip ribs will stall later then the ribs closer to the root. This is good, as this will prevent “tip stall” at slower speeds when the angle of attack is generally higher then normal flight. This will help prevent the plane from snap rolling when you least want it. Like on landing approaches and slow fly-bys.

Washout should be “built in” to the wing structure during construction. This will insure that each wing panel has the same degree of washout and that it will be permanent. Some modelers will complete the wing and then attempt to add washout by “stressing” the skin to achieve washout. These techniques sometimes require the wing to be soaked with water or ammonia as is the case with sheeted wings. Then twisted and held in place until everything dries. Or, If the wing is an open framework structure heat is applied to the covering and the wing is twisted to the shape desired. Both of these methods are not a “sure thing”. Soaked wings never twist the same for each panel. Shrink fabric covered pan-

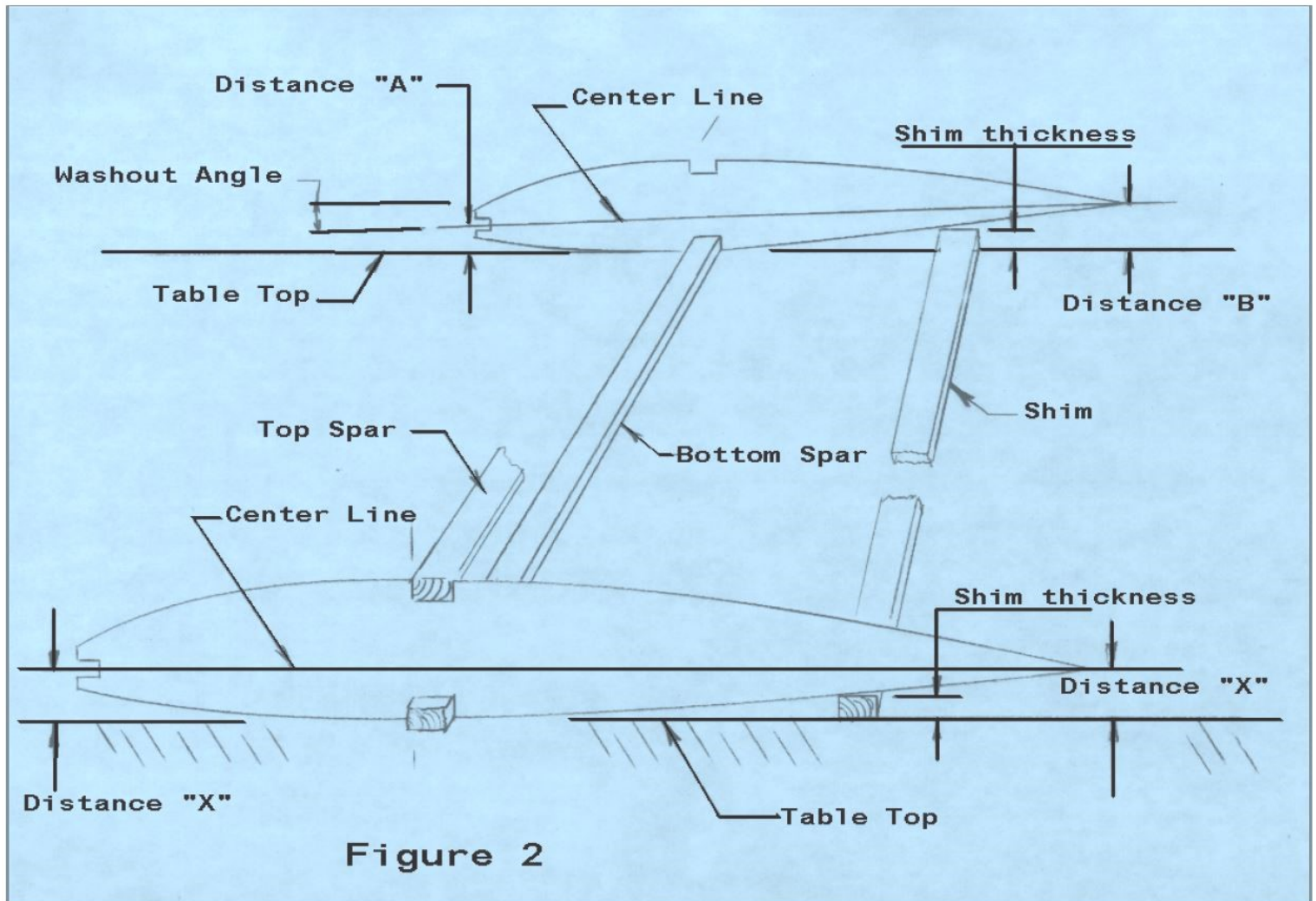
Figure 1



els can change twist as the temperature at the flying field changes. Especially if you live in one of the hot areas of the country like Florida or Arizona. The best method to insure permanent and accurate washout is to build it in right from the start. How do we do this? Pretty simple really. First we must start by doing a little drawing. On each rib draw a centerline that runs from the center of the leading edge to the point of the trailing edge. (see figure 1). This is the line that the true incidence angles can be measured from. Draw this line on every rib.

Next we lay down the main spar for the required panel right on the plans. Place the root rib of the panel on the main spar and hold in place with a few pins or weights. Do not glue yet.

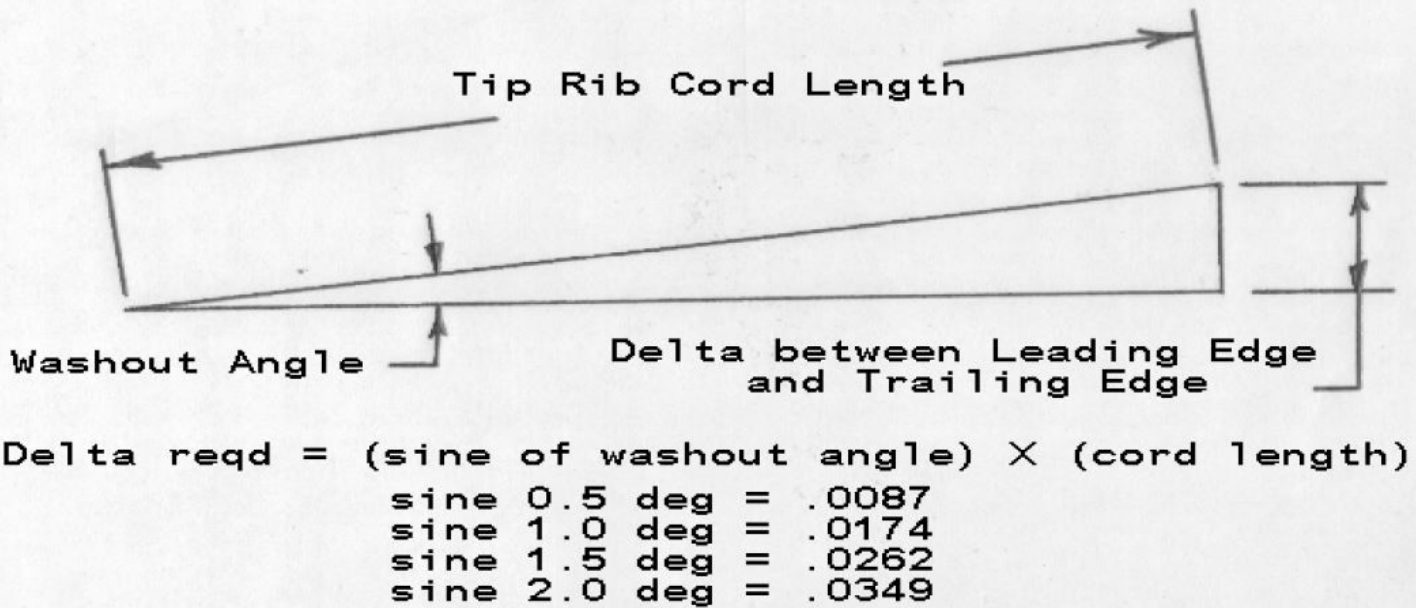
Next place the tip rib on the spar and also hold in place. Again do not glue. Taking an “extra” piece of spar material to act as a shim and slide this under the trailing edges of the root and tip ribs. Now here is the tricky part. At the root



rib we want to measure from the ribs centerline to the tabletop. Measure at both the leading edge and the trailing edge. With the rib resting on the table at the main spar and resting on the “shim” near the trailing edge we want these two measurements to be the same. Slide the “shim” in or out to achieve this condition. This will establish the previously drawn centerline to be parallel to the tabletop and the root rib will have zero incidence relative to the tabletop. (see figure 2).

Mark on the plans under the root rib where this shim needs to be to achieve this. Next move out to the tip rib and repeat the measurement steps. Naturally these numbers will be different then the root rib, as the tip rib is generally smaller then the root ribs. But, what we want here is to have this rib at a negative incidence angle relative to the root rib. Negative incidence means that the leading edge will be lower then the trailing edge. Or in other words, the trailing edge is higher then the leading edge. How much higher will depend on the incidence angle we need here. This

Figure 3



negative incidence angle at the tip rib will be our washout angle. Generally we would like at least 1 degree. Some times up to 2 ½ degrees depending on the type of plane. But never more then the incidence angle that the root rib should have when the wing is installed in the plane. There are two easy ways to measure this washout angle. The easiest is to use an incidence meter. The other is to do a little trigonometry (see figure 3) where the “delta” between the leading edge measurement and the trailing edge measurement will determine the washout angle.

Move the trailing edge shim in or out to achieve the proper negative angle. Again mark this location on the plans. Once your shim is in place you can load the rest of the ribs and you’ll get an automatic built in twist to the wing panel from root rib to tip rib. Once the top spar is added you can progress with all the other wing structure stuff. Duplicate this procedure for the other panel and you’ll be assured that both panels are identical and permanent in holding the washout angle.

You’ll find that once you get going that this procedure is relatively simple and can be applied to many wing configurations. The beauty of this technique is that it does not require any fancy jigs or alignment tools and will produce consistent and accurate wing panels. If you haven’t used washout before and have had a few birds “drop out of the sky” in slow flight, give “washout” a try on your next project. You’ll find the plane more manageable on landings and you’ll keep your plane longer..... Using washout will help prevent you from getting “washed out”..... Good luck and happy flying.



All Hobbies

SWAP MEET

Northern California's largest indoor Hobby Swap Meet!

April 26th, 2020

8am ~ 2pm

Presented by:

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

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

Come see displays from local Hobby Clubs!

14th Annual, bigger and better, 100+ tables!

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

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

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

Tables are \$15 reserved, \$20 day of the Swap.
Vendors/Dealers, \$25 per table.
Tables(& chairs) are provided, limit 3 per Seller

Table reservations must be prepaid.

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

For questions, please contact:
Adam at adamclement@gmail.com

For questions, or to reserve tables, contact:
Jake at 707-586-3375
or e-mail at jphracing001@aol.com

Plenty of FREE parking again this year....

All Hobbies welcome!

Buy-Sell-Swap

Swap Meet!

Buy-Sell-Swap

14th Annual!

Largest Indoor Hobby Swap in Northern California!



WDA Officers and Board

President Doug Vice
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Vice President Randy Sizemore

Treasurer John Eaton
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Secretary Mike O'Kane
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WDA Cabinet

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

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

Field Maintenance
Art Williams

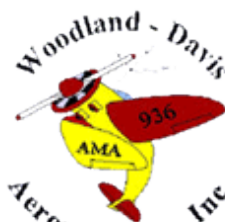
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Club Advocacy
Lou Fox (530) 753-9331 louifox@yahoo.com

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



Flight Instruction

Flight instructors:

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

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

Jet Turbine Instructors

⇒ OPEN

Multi-rotor Drones

⇒ Keith Young (530) 848-3666

Helicopter Instructor (Only):

⇒ OPEN



Next Club Meeting: Monday Feb. 10th at 7pm
Woodland Public Library "Leake" Rm., 250 1st St, Woodland, CA



WOODLAND/DAVIS AEROMODELERS
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