

WOODLAND/DAVIS AEROMODELERS



Prez Sez:

March Newsletter 2021



I greet this month of March with shades of green in Celebration of St Patrick's Day on 17th March. So its been a windy month with not very much rain, which is not necessarily a good thing. Our field has fared pretty well so far.

This month of March welcomes our first event for the WDA Club, so just want to remind members, etc., of the upcoming "Spring Cleaning Swap Meet" to be held weekend of Mar 20-21. Please refer to the calendar of events on the WDA website, for time and more details. And you can also view the flyer in this newsletter issue. Not much else to report this month....

My quote for the month is: *Wear Green, Spend Green but don't turn Green on St. Paddys day.*
WDA Prez signing off..
Randy Sizemore.

Irish Joke

An Irishman not able to find a parking spot starts to pray. "Lord," he prayed, "if you open a space for me I swear I'll give up me whiskey & I promise to go to church every week!"

Suddenly, the clouds parted and the sun shone on an empty parking space. "Never mind," he says, "I found one."



Prez Sez

WDA General Meeting Minutes

WDA Board Meeting Minutes

Modeler's Corner

It Won't Start by Hand?

Davis Aeromodelers Newsletter, 20 years ago...

Upcoming events

Randy Sizemore

Mike O'Kane

Mike O'Kane

R. Geertson

R. Geertson

The March General meeting will be held at the Club Field on Saturday Feb. 13th at 10AM. Watch the WEB page for any changes. Flying is closed during the meeting. Masks are required by Yolo County

General Members Meeting
February 13, 2021
Meeting location Burgdorph Henson Field

Board Members present: Randy Sizemore, John Eaton, Mike O'Kane, Doug Barton, Keith Young, Forrest Barton, Dan Winters, and Jeff Lovitt.

Meeting called to order by Randy Sizemore.

January meeting minutes reviewed, motion for approval, 2nd, and received a majority vote to pass.

6 General members are present.

Recognition of guests and new members, 2 new members present

Officer reports

President: Randy Sizemore

Vice President: Forrest Barton.

Secretary: Mike O'Kane

Chair Reports:

Treasury: There is \$3,745.000 in Checking, monthly expense were \$111.00

Membership: John reports there are approximately 61 membership cards issued to date. Membership renewal is ongoing, John can accept PayPal utilizing Friends and relative's method. PayPal address is WDA2100@yahoo.com. Note: Membership work points have been waived for the 2021 season due to Covid-19 hardship, those who have the ability to pay their points are encouraged to donate. Your consideration is appreciated.

Safety Chair: Covid-19 concerns were discussed, masks and distance separation needs to be maintained. The Board appointed Jonathan Stemen as the new Field Safety Chair.

Field Chair: Art Williams is present, there is a need of help with Thursday mowing. The Club is in need of another lawn tractor to pull the rotary mowers, the lawn tractor does not need to have a working mower deck. Please consider reaching out to Art.

News Letter: Rich Geertson is always looking for any article you care to see published please send to Rich's attention and mention the article is for inclusion in the NEWS Letter. Share your past or current build with the Club.

Points Chair: Stein Buer has volunteered to maintain the 2021 points system. The point tally is current as of this meeting.

WEB Page: Kerry has the WEB current

Old Business:

No current activity re: the levy road gate as of this meeting

Woodland Christian after school STEP program.

This project has been postponed indefinitely due to Covid-19 issues.

Item open

Copious model plans (container/plans)

The Club intent is to categorize the plans and preserve the vintage model plans.

Item is open

New Business:

Event scheduling contact Forrest Barton with the event and date request.

The Club has been notified of a potential house donation to the Club, research is being done to see if there is conflict with our Non-profit status, more to come. Item open.

Donations: If you would like to donate an item to the Club please contact Mike O'Kane, Keith Young or any Board

Officer or Board member for approval. Please do not drop off any items until the Board has approved the donation. The Club will issue a Tax deductible Donation Letter for eligible donations.

Doug Barton offered to donate a riding mower, donation was accepted by the Board.

Events: Forrest received 3 notifications for this year's event, Pattern, Helicopter Scale Masters and the Fred Bergdorph Memorial race. Events are being planned but continue to require Board approval based on Covid Virus concerns. Item open.

WDA Spring Cleanup and Swap meeting is scheduled for March 20th and 21st, flyer has been sent out and is available on the WEB home page.

Float Fly: Lake Minden rates have increased a significant amount, Camp Fire West is being considered as a replacement. No current float events are currently scheduled. Item open.

Shade Structure: The structure located in the North East corner of the Pit area was demolished by the last wind storm, a cost is being prepared to rebuild it similar to the structure just North of it. Item Open

Club sign repair/paint on the levy road is in progress but is waiting for better weather to be worked. Open Item.

Show and tell: None

Next General meeting will be held at the Field on Saturday, March 13, at 1000.
The gate lock combination will change after the February meeting

Set aside Saturday the 13th and come out to the meeting, bring an aircraft to fly and enjoy the field.

Meeting adjourned.

**Board Members Meeting
February 11, 2021
ZOOM meeting**

Board Members present: Randy Sizemore, Forrest Barton, John Eaton, Mike O'Kane, Doug Barton and Jeff Lovitt, Danny Winters and Keith Young.

Meeting was conducted via a ZOOM conference video on 2-11-21. Board meeting reconvened at the Field on 2-13-21, Danny and Keith not present.

Meeting called to order by Randy Sizemore.

Discussion regarding the house donation led to a motion for legal fees that would be involved in transferring the house to WDA. John has question into the accountant regarding how this fits with our non-profit status, answers pending.

At the ZOOM meeting Chris Dellinger motioned, that a \$5,000.00 expenditure for legal fees and retainer be approved that are related to transferring the donated house to WDA, 2nd by Danny Winters. No further discussions

Levee Gate: No current activity

Keith Young offered to donate 2 additional tables he will construct, motion made to approve Keith's donation, 2nd made, vote to approve was unanimous.

Doug Barton offered to donate a used ride-on mower to the Club. A motion was made to accept the donation, 2nd was made, unanimous vote followed, motion passed.

Meeting adjourned

Next Board meeting via Zoom on Friday March 5 @ 7:00pm

Modeler's Corner



This month the topic is ENGINES. I am told that the KEY to a successful twin engine aircraft is/are RELIABLE engines... not necessarily two engines that run at EXACTLY the SAME RPM at every throttle setting, but DO RUN at every throttle setting, and only quit when you WANT them to. I took this as a perfect opportunity to make a new engine test stand to set up and run-in the O.S. 33cc gassers destined to power my F5F Skyrocket. I designed the test stand to accommodate virtually any engine I may ever want to run in the future, and in this case, TWO engines at the same time. One thing I noticed immediately upon attempting to run the O.S. engines for the first time, was both engines were too lean from the factory. After richening both needles substantially, both engines started by hand and were running nicely. I ran-in the engines with the FLYING props, which are 'scale-ish' 3-blade 18x10s. After the engines were broken in sufficiently for sustained full throttle runs and rpm comparisons, I found these props represent quite a LOAD, as neither engine would top 4900 rpm... I am sure this is well below the engine's peak HP output, but may be in the fat portion of the torque curve. While that rpm might suggest the engines are over-propped, at no time did either engine exhibit ANY signs of over-heating. The thrust produced was SUBSTANTIAL and I am thinking the props will unload in the air, so we will see...

The engines exhibit typically high O.S. quality and my only complaint is that the engines can and will start up running backwards. That is fairly odd for a gasser, but it is what it is. Not a big problem just an occasional nuisance. Also typical of a single cylinder, the engines have an rpm at which they vibrate substantially. A few hundred rpm either way, and they smooth out. I will admit, it was rather daunting to stand in front of these two engines at full throttle, taking rpm readings, but sacrifices must be made!

In the course of my break-in and testing I also found that operating both throttle servos via 'Y' connector to the receiver throttle channel, was NOT going to suffice as a mean of adjusting both engines to run as closely to one another as possible. Because a single turn of a throttle linkage clevis resulted in too much adjustment, I ultimately set the throttles up on separate channels in a Master/Slave configuration so that I could fine tune each throttle via the radio.

My test stand held up very well and both engines are performing within 100 rpm (or less) of each other at every throttle setting and both will idle reliably at about 1400 rpm. Now I just need to FINISH the airplane!

Here is a video I made of the O.S. 33's being run: <https://youtu.be/OyW9uQeOmWs>

My test stand was built out of 5/8" and 3/8" plywood. Everything was initially screwed and glued together with Gorilla Glue, and then the screws were removed and replaced with

Dowels. After a good sanding, the entire unit was coated with finishing resin. After the first coat, I added a layer of medium fiberglass cloth to the entire front, and an extremely heavy layer of glass to the back of the box where engine bolts are tightened. I also intended this unit to accommodate all sizes of glow engine and made a simple addition that attached to the top with 2 bolts. It was important to me to accommodate engine



support equipment in a protected area of the stand, so I added a shelf. What I REALLY like about this unit is the height of everything. I can stand normally and start and tune my engines.

The glow addition can also be mounted on the side of the box, for running applications where the engine will be mounted on its side.



While on the topic of engines, I finally got around to "cataloging" my engines on a spread sheet, and in a pictorial so that anyone could I.D. them and ascertain the approx. value of each. This was done at the behest of my wife, who, for some odd reason, isn't super excited about inheriting my engine collection should I unexpectedly assume room temperature..? A complete pictorial guide to my collection can be found at the WDA website: wdarc.org Click on **PHOTOS**, and there you can view my engine obsession in all its glory ;-)

Progress on the F5F Skyrocket continues, although at a seemingly slower pace. This is the natural progression of moving from the completion of large sub-sections, to smaller, more detailed areas. I have spent quite a bit of time filling and sanding low spots. I use light spackle for this task, but have found the "new and improved" version doesn't harden like the older version, which also creates some sanding challenges.

This aircraft is NOT intended to be exact scale—not even close—yet, there are areas that would be so glaringly evident if they were not given some scale finesse, I am compelled to add some details. Case in point: the prototype Skyrocket had very prominent SCOOPS atop both cowls. I created these as I do most everything else... on the fly... Starting with a thin balsa outline of the scoop base, I began adding soft scrap balsa that could be easily sanded to shape. Once I had an initial foundation, I fibreglassed the bottoms to stiffen the assemblies and allow me to work with them, sanding and shaping without breaking them. I added BOND-O to rough-in the depth and outline. After more shaping, I then added light spackle. This took DAYS to set up and after totally dry, still felt somewhat soft. Don't you love it when manufacturers "improve" something that was working perfectly fine?

More sanding, more thin applications of spackle, and once I had two comparable, "scale-ish"



scoops, I applied glass cloth to both. After more sanding and shaping, they were epoxied to the cowls, then a mixture of epoxy and micro-balloons was used to create the fillet around the bases. More sanding and I think I am just about there... I also opened up



the cowls to make the scoops functional, directing cooling air into the engine bays. Notice also, the left and right hatches on either side of the engine nacelles... these allow access to the throttle servos and engine ignitions. The hatches were made from excess cowl material that had to be trimmed away from the back half of each cowl to arrive at the correct cowl depth. This was a "two-fer" as the fiberglass is both thin and strong, and at the correct curve... the PERFECT hatch material! Also notice all the spackle on the upper portion of the fuselage... after sheeting, it was painfully obvious where each bulkhead was located as the sheeting did not exhibit a nice compound curved shape, but rather an angular shape as it conformed to each bulkhead, hence, copious applications of spackle (and sanding) to build up the surface to a nice compound curve. Dittos the engine nacelles. Once satisfied, the entire fuselage will be fiberglassed... then more sanding, filling, priming, sanding... with the goal being a SPRING painting! Additional items are the vinyl markings, which I have already received from Kirby's Custom graphics, and two fiberglass dummy radials, which are en route.

As the late, GREAT Rush Limbaugh used to say, "Having more fun than a human being should be allowed to have!"

Rich Geertson



IT Won't START by HAND? Something is WRONG

I am sure I did not originate this quip, but for the past 20 years, when it comes to gas engines, I have used it countless times. This isn't me being a know-it-all; it is bitter experience speaking truth.

Now, I am positive we can all come up with exceptions to my rule, but I stand by it, regardless: IF your gas engine will not start by hand, something is wrong. With the aforementioned, EXCEEDINGLY RARE exception, you should never need an electric starter to start a gas engine, electronic ignition or magneto. NEVER.

This does not apply to glow engines, although the vast majority of glow engines should also readily start by hand. Most of us choose to use an electric starter just to keep our digits safe from a sharp propeller.

But GAS ignition engines are different and even simpler than glow ignition. IF you have air, fuel and spark, they should at least "bark!" IF not, something is wrong... best to find out what it is and save yourself grief in the future.

I have run gas engines of every size and type... 2 and 4 stroke, single and multi-cylinder including radials. I use the SAME starting procedure for every one of them:

- ♦ IGNITION OFF
- ♦ Half throttle
- ♦ CHOKE ON
- ♦ 4-5 prop flips. Once you develop an ear for it, you can HEAR the sound of the compression stroke with a good slug of gas in the combustion chamber(s)

- ♦ Throttle cracked 2-3 clicks from low
- ♦ IGNITION ON
- ♦ CHOKE STILL ON
- ♦ Flip the prop until the engine "barks"

- ♦ CHOKE OFF
- ♦ Flip the prop until the engine starts

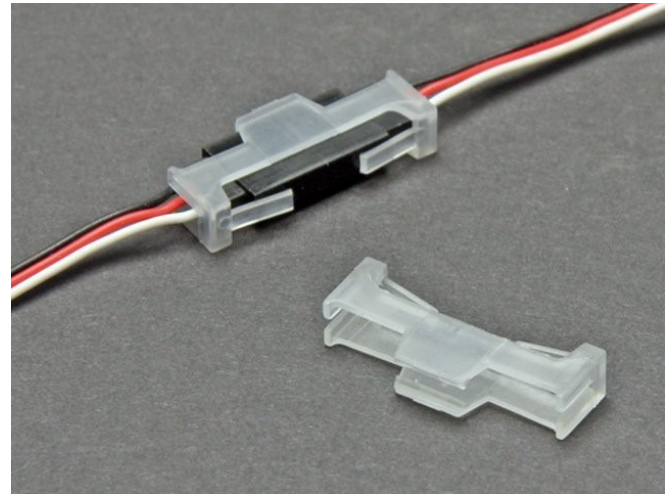
I can come up with a half dozen scenarios in which this process may need to be altered somewhat, but those are the exceptions.

ONCE your gas engine is properly tuned, this method should work 99.9% of the time. IF it does not, SOMETHING IS WRONG. Probably best to find it and fix it, rather than resorting to an electric starter, which may very well get the engine started, but may also fool you into thinking all is well.

Hand starting has other benefits. Once you get the feel for your engines, you can tell if the compression is what it should be – or has it changed?

You will know approx.. how many prop rotations are required for proper prime – if it changes, you may have a carburetor pump problem, tank problem, or some other fuel delivery issue. You will know about how many stabs at the prop are required, with ignition ON, for the engine to light off. IF things have changed drastically, perhaps the ignition system requires service?

When was the last time you changed or even looked at the spark plug? Is it a nice chocolate brown color? How about the ignition battery and switch – are they both in good working



order? When was the last time you cycled/checked your ignition battery capacity? Are all the connections held together with some sort of 'keeper?'

IF the engine wants to die at full throttle or all of a sudden, requires the high speed needle be richened considerably, the carburetor pump diaphragm probably requires replacement. There is NO predicting when the diaphragm will lose its resiliency, but it isn't a matter of IF, but WHEN.

The most fastidious modelers will replace the diaphragm and internal filter/screen annually, regardless. Cheap preventive maintenance.

As far as that "magical" fuel / oil mixture, I can't say there is one.

However, for 2 strokes I have used Red Line from 32:1 to 50:1 mixtures, with good results. For four strokes, I have been "schooled" that some oils (like Red Line) are NOT sufficient for a four stroke with its complex valve train in need of lubrication.

For my four stroke gas engines, I have been using Amsoil DOMINATOR @ 40:1. For simplicity, I am using Amsoil Dominator @ 40:1 in both 2 and 4 strokes, with excellent results.

The EXCEPTION would be my Saitos, which require TWICE the oil @ 20:1.

Ultimately, WHICH OIL you use is probably less important than other factors, like PROPER ENGINE COOLING, PROP SIZE, and CARBURETOR TUNING... just as long as you run the oils at the Manufacturer's recommended RATIO. Don't use 2 stroke oils designed for outboard motors, btw.

Your gas engines should start easily, by hand, hot or cold, and once adjusted, rarely, if ever, require the high or low speed carburetor needles to be touched.

Rich Geertson

Looking for: Coverite Presto Chrome covering.



Will pay \$20/ sealed roll.
Let me know if you guys
have any or know of anyone
who does.

Jeff Lovitt (530) 304-4780
jlovitt@sbcglobal.net

Blast from the past... WDA March newsletter from 40 years ago

Davis Aeromodelers, Inc.
Newsletter

March 1981

Meeting - The next meeting will be on Thursday, April 2 at Heart Federal Savings. The meeting will start at 7:30 PM.

Agenda - Among the topics to be discussed at the next meeting are committee reports, the mall show, field projects, and a report of the recent Board of Directors meeting.

Welcome - Welcome to new members James Morton, Gus Serra and Larry Taylor.

At the last meeting - Wally McAlister of MACs Products came to our meeting and discussed his line of mufflers. He brought a lot of completed and partially completed mufflers, and discussed how they were designed and made. It was very interesting, and we thank Lee Helsel for arranging the visit. Wally also donated three mufflers to our raffle, which was extremely generous of him, and made last month's raffle one of our most profitable.

For "show & tell," Gordon Berletich, Lee Helsel and I brought our recently completed "Doublers," Fred Adler brought his Kraft motorcycle, Larry Hein brought his beautiful new float plane, Eut Tileston brought his new Antogyro and plans for his #7, Gary Darby brought his "Scraps," and Chris Mafley brought his new "Skylark."

Flight Instructors - Gordon Berletich called a meeting of the Flight instructors, which was held at Ken Hook's house earlier this month. The main item of business at that meeting was to draft some more people to help work as instructors. In addition to the present group which includes Sam Bass, Doug Barton, Gordon Berletich, John Farkas, Larry Hein, Ken Hook, Jim MacDonald and Walt Price, we now have Fred Adler, Rolf Fecht, Lee Helsel, Jerry Moorman, Al Pencin, Gary Schroeder, Eut Tileston and Miles Treaster.

This should help assure that there will always be a few people at the field to help beginners. Another point which was discussed was improving people's awareness of who belongs to all those names--so they know right away who to go to for help when they're at the field. All of the instructors have been (or soon will be) issued AFA Flight Instructor patches. Unfortunately we've been rather lax about sewing them on to hats or jackets or whatever, and they're not accomplishing the intended purpose. We're going to have to be more efficient about this, or have the instructors wear orange hats or something. Now that we've got our group of instructors named, I'm sure Gordon will want to discuss this question with them.

Fourth of July - It was decided at the last meeting that, due to increasing concerns for safety, we would not hold our annual show at Community Park, but rather would organize a show at our flying field.

The only problem with this, is that we might not get a large turnout of spectators, and would probably have to treat it more like a fun-fly or picnic for ourselves. We discussed the possibility of chartering a bus to transport visitors back and forth from Community Park, but have not yet come to a decision. This will probably be discussed further at the next meeting.

Mall Show - Gary Darby reported that several dates are available in May for a model show in University Mall. The big hangup with this is locating tables that won't cost us a small fortune. Steve Johnson is checking one possibility for us, but if anyone else in the club knows where we could borrow about 20 tables (or some fraction thereof) please let us know! Time is running out.

Field Projects - John Eaton will be drawing up a duty roster in which everyone in the club will be assigned one or two weekends through the warm season to be responsible for mowing and watering the grass, and servicing the outhouse. By spreading the work among everyone it won't be such a big problem, and I hope to publish the list in the next newsletter. Please cooperate when called upon. That field was built through the efforts of many people, and it will need to be maintained the same way.

At the recent Board of Directors meeting it was decided that high priority be given to building the framework for an awning over the pit extension, and putting a chain link safety net across the back of it to protect people in the pit area. The awning, which would provide much needed shade, will be added to the frame as materials become available. It was also decided that we should use the remaining concrete mix to pour a pad extending north from the pit area, directly in front of the picnic area. This area would be designated as a "set up" and "parking" area for airplanes. We'll then ask that people have their flight box and only one airplane at a time in the pit area. This will relieve a lot of the congestion that sometimes occurs in the pits when people bring several airplanes to fly. It will also give visitors to the field a chance to see some of the airplanes clearly from the designated spectator area.

Also, Tom Bassinger has once again consented to help us with some improvements to the runway. When the soil dries out enough, he'll bring his grader out and cut our much needed cross runway, and will work over the surface of the main runway. The plan is that this will prepare the main runway for a do-it-yourself paving job planned for next year. I'm sure this will be discussed at the next meeting.

Membership Structure - In response to inquiries by City officials, the Board of Directors took up the rather difficult question of our club's demographic structure. It has been suggested to us that we try and assure that city resources (i.e., the land fill) are used primarily by local residents. Ten years ago when there were about 8 members in this club, such a problem would have seemed remote, but we have grown a lot in the last few years.

When started, our club was comprised almost entirely of Davis residents, but during our first big population boom several years ago, we picked up a number of members from Woodland, West Sacramento and other nearby areas in Yolo County. Throughout the years, their proportion of the membership has remained fairly constant and includes many very active club members. Over the last year we've again experienced a large growth in our membership, which has included many people from the Sacramento area. Again, we've benefited from the fact that they've been active, participating members, but it's important that we maintain a balance in our membership and never lose our identity as a Davis group which is using land owned by the City of Davis.

The Board of Directors decided that the best way to maintain a balance was to establish percentage limits on the membership from distant areas such as Sacramento or Solano counties. This would assure that the majority of club members will live in or very near the Davis area. Then, only as the number of local members increased could additional people from outlying areas join. At the Board meeting

we established 30% as a reasonable upper limit, which is what we have in the club right now. Thus, anyone from the Sacramento or Solano County areas currently wishing to join the club, will need to get on a waiting list for a future vacancy. The details of this action, and a mechanism for membership renewals, will be prepared as a revision to the by-laws and will be presented to the membership at a future date.

End of an Era - By now, everyone in the club has heard that Bob and Mavis Henson are going to have to close down the hobby store. In my opinion this is really a sad thing, because Hobby Manor has been much more to this club than just a place to buy model supplies. Its been an important center of club social activity, where club members drop in to pick up supplies and shoot the breeze. Its been the place where youngsters have gone to get turned on and started in model building, and where newcomers to Davis have gone to seek out the local club. Its been the obvious place for people from local schools, or groups like the Cub Scouts, to seek modelers for shows or talks. Bob and Mavis have been strong supporters of our club over the years, generously giving of both moral and financial support. Most of the new members are probably not even aware of the cash assistance given our club by Hobby Manor during the early development of our flying site. Its been the personal efforts and involvement of Bob and Mavis in our club that have made Hobby Manor what it is to us, and that's why I consider its closing the end of an era. That "something special" just doesn't exist in mail order outlets.

It's hard to list all the reasons that the hobby store will be missed because they are so numerous, and because it sounds so selfish. As most of you know by now, Mavis underwent some serious surgery a couple of weeks ago, and what really matters in all this is that she quickly regain her strength and become her lovable, old cantankerous self again.

Announcements - Weather permitting, our first pylon race is planned for this Sunday, April 5th. Sam Bass will be in charge of the races, and Gordon Berletich has asked me to remind people that the field will be closed to regular flying while the races are in progress.

- I saw a report in the recent "Modelmasters" Newsletter that the Highway Patrol has purchased 3 portable transmitters (for use in this area) which operate on 72.08 Mhz (brown & white).
- I've been asked to caution people about staying off of the old landfill site (due west of the Go-Cart track). Apparently as a result of decomposition and consolidation of the material there, hollow spots have developed which are covered by a fairly thin crust of soil which you could easily fall through.
- To keep this newsletter to some reasonable length, I've decided not to run a story by the "old storyteller," or the building tips. Stay tuned for next month.

Calendar of Events

April 2	Club Meeting
April 5	Doubler II Pylon Race
April 11	EAA Fly-in, Merwin Ranch
April 25-26	MAC Show, L.A.
May 2-3	Scale Contest, Merwin Ranch
May 7	Club Meeting



Weekend Spring Clean Swap meet and fly-in March 20-21, 2021

Dry camping available as early as Thursday. Come out early and buy, fly and enjoy a Saturday night meet a greet pot luck dinner at the picnic area at 6 pm. Swap meet, camping and pilot fee \$25- or 1-day swap meet and pilot fee \$15

43295 County Road 29 Davis Ca. 95617

N38 35 06.4 W121 42 01.4

Wdarc.org

Contact Randy Sizemore for more info at

916-804-4250 or Reddogusa1@aol.com

Please adhere to all county and field regulations regarding Covid-19
while at the field

West Coast Festival

1st Annual

Reedley 2020 - Giant Scale Fly-In

Castle Legacy Continues

Reedley Municipal Airport

Hosted by: Clovis Area Modelers RC Club

AMA CLUB 5405

Reedley Municiple Airport, Fresno County off of
Frankwood Ave. east of Hwy 99

May 20-25, 2020

Landing Fee - \$35.00

RV Camping \$40.00 , Front Row (Limited)
\$60.00

No Hook ups

Pilot Auto Parking - \$5.00 for the entire event

No charge for Airplane Trailers, Tow Vehicles

Vendors & Food

" IMAA " Legal Turbines Welcome

Helicopters Welcome

Open flying after 5:00 pm dailey

(Event Director) Erik Lacour- eriklacour@sbcglobal.net (559) 397-4253

Rick Maida (CD&Reg.)- mrcorsair@usa.net (408) 460-1526





Join us for the
9th Annual



Central Coast Giant Scale Fly-In

July 28th - August 1st 2021

Hosted by the Tri-Valley RC Modelers of Santa Maria, Ca.
AMA Gold Leader Club #170

The facts:

- ♦ Landing Fee: Only \$25.
Includes: Parking, lunch on Saturday, and a raffle ticket;
- ♦ Dry camping for \$10/night;
- ♦ Only Giant Scale planes until 5pm;
(Mono 80", Biplanes 60");
- ♦ Proof of current AMA required;
- ♦ Epic Pilot's Raffle on Saturday.

The fun stuff:

- ♦ World Famous Santa Maria Style BBQ dinner on Saturday night;
- ♦ Beautiful Santa Maria weather;
- ♦ Food & drinks available daily;
- ♦ 500' asphalt runway and expanded shade cover,
- ♦ Open flying after 5pm;
- ♦ Only 3 miles from the Radisson.

**Pre-registration requested: Call Chuck Barnes @ (805)886-7921
or email CDBarnes10@comcast.net**



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Field Maintenance
Art Williams

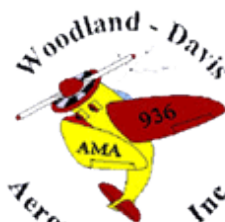
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⇒ Carlos Reyes (650) 243-8894
carsi@hotmail.com

Jet Turbine Instructors

⇒ OPEN

Multi-rotor Drones

⇒ Keith Young (530) 848-3666

Helicopter Instructor (Only):

⇒ OPEN



Next Club Meeting: Saturday Mar. 13th, 10AM AT THE FLYING FIELD



WOODLAND/DAVIS AEROMODELERS
C/O RICHARD GEERTSON
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