

WOODLAND/DAVIS AEROMODELERS



May Newsletter 2021

Prez Sez:



Hola Amigos.. Happy Cinco De Mayo!
Hope all is well with you all.

Update on the shade structure for the field... pipe has been delivered. Work party to be determined to get started on installation..

For those that are interested, a "Mini Castle" event has been scheduled for May 26-30 here at Woodland. Some of you are aware of the Castle gathering

during Memorial weekend for many years, which got changed to Reedley (Nr. Fresno) last year. Due to the China virus it was cancelled with the intention of holding it again this year during the Memorial weekend. It is scheduled this year with dates of May 27-30.

Some have opted not to go to Reedley this year due to masks being required to be worn all the times, except when you are flying and when in your RV pit area. If you would rather attend our "Mini Castle," see Monty Welch for more details... or just show up. Landing fee will be \$25 for the event, which includes a hamburger lunch.. A \$25 fee for RV's.

All monies collected will be donated to the club to help defray the cost of the new shade structures, cost of which is approx. \$3000+

This is your Prez signing off... *Adios Amigos!*

Randy Sizemore



Prez Sez

Field Shade Structures

In support of UCD Aeronautics

WDA General Meeting Minutes

WDA Board Meeting Minutes

Modeler's Corner

Roto Motors

Upcoming events

Randy Sizemore

Randy Sizemore

Mike O'Kane

Mike O'Kane

Lou Fox and R. Geertson

Rich Geertson

The May General meeting will be held at the Club Field 10AM, Saturday May 8th. Watch the WEB page for any changes. Flying is closed during the meeting. Masks are required by Yolo County

Hello all WDA members... hope this finds you all well and looking forward to the summer and all the flying fun you can handle.

This is for you members that have not attended meetings of late and are not aware of a recent decision made to make some renovations or changes to the pit area shading. The club decided these changes are necessary since any events held do not adequately give or provide enough shade for participants at large events.

As you may or may not know, the large shade area at the north end of the pit area was destroyed in the winter storms. The consensus is to install new shade structures at the North and South ends of the pit area. The approximate cost to install both structures will be around \$3500. The club would like to get some donations to help defray the costs.

If the members can help donate enough to build the new shade structures it would be greatly appreciated! Any donations can be deducted off your taxes, using the letter that you will receive from WDA, since WDA is a 501c3 Corp.

The intention at this time is to proceed with the North end structure first, hopefully by the Wings of Victory event at end of June.

If you wish to donate, there are 2 ways..

1.... Send a check made out to WDA and mail to John Eaton at 918 3rd Street, Woodland, CA 95695. Write on the check.. "donation for pit area expansion". You will receive the 501c3 paperwork for your tax deduction.

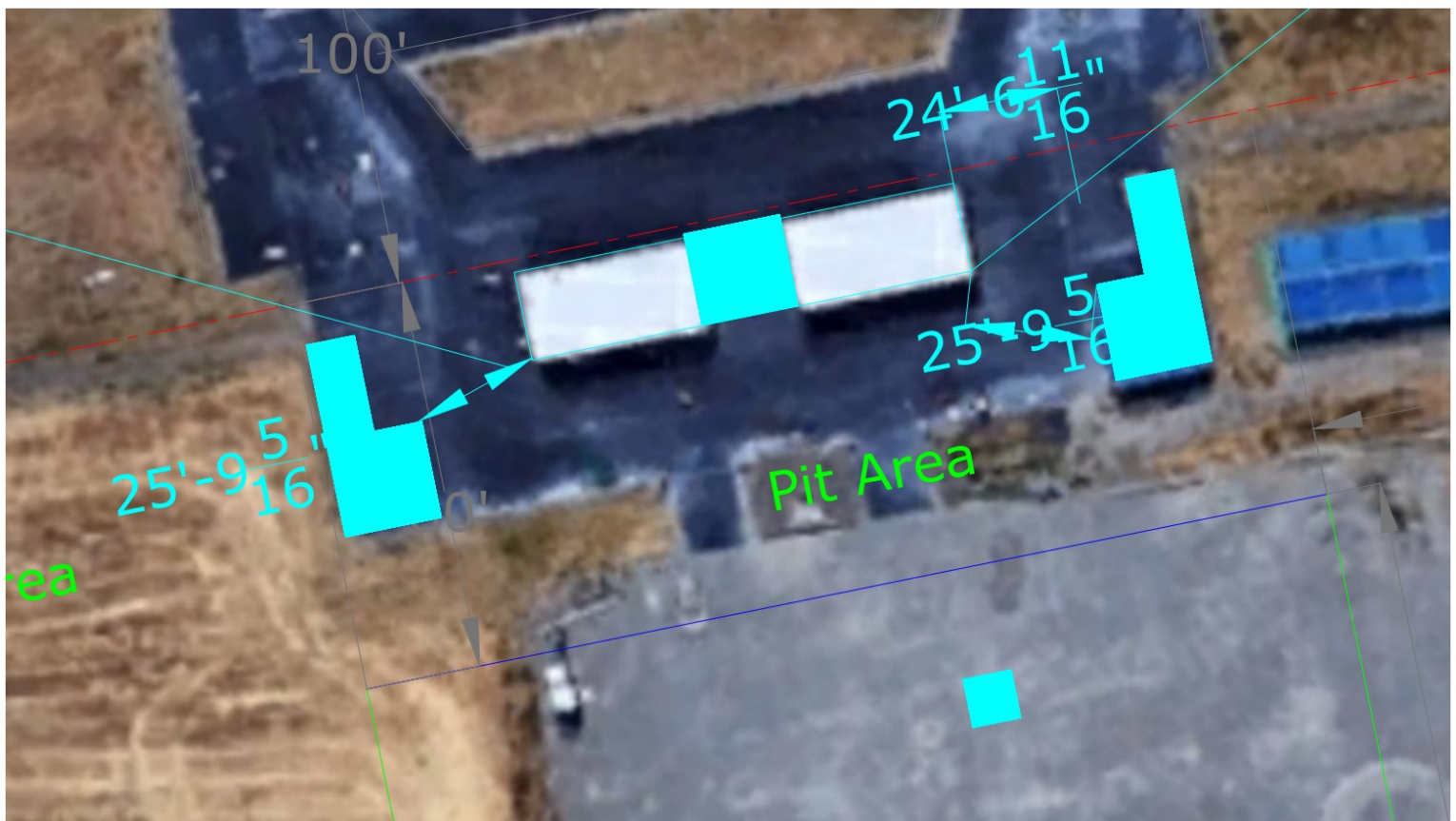
2.... Donation can be made through PAYPAL, by going to wda2100@yahoo.com

Use the send tab using the friends and family tab. Fill in your name and address. You can opt to choose 501c3 paperwork, and make sure you enter the reason "donation for pit area expansion".

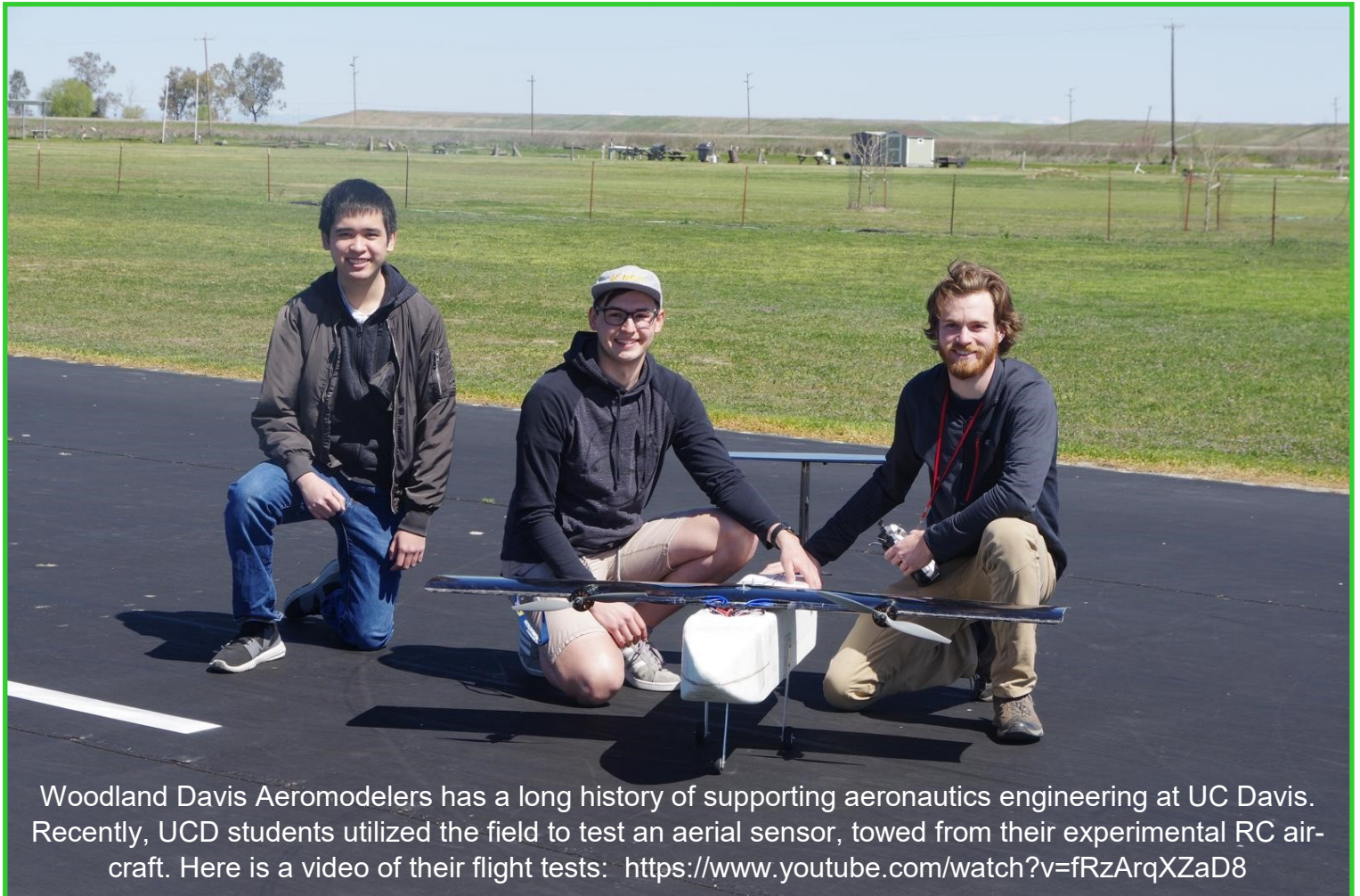
Please see below for placement of shade structures.

Thank you all in advance for your consideration on this issue.

Randy Sizemore
President of WDA



Below: Photos of shade structure work already completed at the field. The supporting posts are in the ground now. This new structure is designed to survive the gale-force winds that roll through the area from time to time.



Woodland Davis Aeromodelers has a long history of supporting aeronautics engineering at UC Davis. Recently, UCD students utilized the field to test an aerial sensor, towed from their experimental RC aircraft. Here is a video of their flight tests: <https://www.youtube.com/watch?v=fRzArqXZaD8>

General Members Meeting
April 10, 2021
Meeting location Burgdorph Henson Field

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

Meeting called to order by Randy Sizemore.

March 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, 1 new members present, Wayne Davidson

Officer reports

President: Randy Sizemore

Vice President: Forrest Barton.

Secretary: Mike O'Kane FAA/AMA Designated Field requirements are being researched with Forrest Barton's help, the concern is the airspace above the field at 1,600' which can be entered doing large loops. No new update.

Chair Reports

- Treasury: Monthly income from dues and swap meet \$4,888.00
- Membership: 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 renewal due to Covid-19 hardship, those who have the ability to pay their points are encouraged to donate. Your consideration is appreciated. Points will be applicable for the 2022 renewal.
- Safety Chair: Covid-19 concerns were discussed, masks and distance separation needs to be maintained. Food for events is being considered and needs to be in line with County requirements. One CO2 extinguisher is missing from the RC Pit area.
- Field Chair: Art Williams, there is a need of help with Thursday mowing. 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 STEM 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 closed

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.

No new additional info on this matter. 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 for 2021: Forrest received 3 notifications for this year's event, Pattern, Helicopter Scale Masters and the Fred Burgdorph Memorial race. Events are being planned but continue to require Board approval based on Covid-19 Virus concerns. Item open.

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. Randy continues to work on the cost of using the lake. No further information from the Lake Minden Management. Item open.

Shade Structure: Board approved a \$1,200.00 expense with a motion. Pipe for the North and South Shade improvements have been delivered to the field. The North Pit structure will be completed first to meet the June Wings of Victory schedule. Vertical pipes are scheduled to begin being put in Tuesday 4/27/21. There is need for pipes to be cleaned of loose material with 4" electric grinders with rotary brushes and primed, this is a low impact chore, the pipes are heavy but can be prepositioned to accommodate just about anyone who would like to help. We are using the old pit tables to work on, primer is water based, and mixing instruction will be provided as well as the tools. Once the pipes are up and work is completed the final paint coat need to be applied, there is ample opportunity to earn points with this project. Help is appreciated, points can be earned for the 2022 renewal Item Open

The shade structure improvement is funded by donations from Club members and other fund raising events. We have received about \$600.00 to date

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

Pylon event has been cancelled for 2021.

Show and tell: none

Next General meeting will be held at the Field on Saturday, May 8th, at 1000.
The gate lock combination has changed since the February meeting

Set aside Saturday the May 8th and come out to the meeting, bring an aircraft to fly and enjoy the field.

Meeting adjourned.

**Board Members Meeting
April 2, 2021
ZOOM meeting**

Board Members present: Randy Sizemore, Forrest Barton, John Eaton, Mike O'Kane, Keith Young, Chris Dillinger.
Meeting was conducted via a ZOOM conference video on 4-2-21.
Meeting called to order by Randy Sizemore.
No Discussion regarding the house donation.
Levee Gate: No current activity

New Business

Add additional Shade structure of approximately 30-40' in length along the North and South perimeter of the Pit area to accommodate events. The shade structure would be 10' by 10' sections common to the existing shade structure making the shade tarps interchangeable. All covers will be removed during winter.

An ongoing fund raising project would be used to fund the project. Cost estimate would be approximately \$600.00 for a 10' by 20' (2 sections). This would include the tarps, paint, welding and concrete. Tarp cost for a 10' by 10' was estimated @ \$200.00 ea. Which is hopefully a high number.

Final layout of the structure will be a 20' by 20' layout consisting of 4 ea 10' by 10' sections running North and South with two additional 10' by 10' sections continuing West from the 20' by 20' sections. See the current WDARC.org WEB page for the overlay of the new shade structure. This project will add an additional 1,200 square feet of shade to the Pit area

Motion was made and a second from Danny Winters for \$1,500.00 expense for shade structure Steel, no discussion was noted, and motion passed unanimously.

2021Next Board Meeting via ZOOM is Monday May 3rd, Next General Meeting is Saturday May 8th, 10:00am at the WDA field.

Meeting adjourned

Albatross Old Timer
Designed by George Reich
Built by Lou Fox

Modeler's Corner

Due to Covid 19 I had the pleasure and time to build an old-timer called *Albatross*. It was designed by George Reich. I got the short kit from Bob Holman. I started this build in January of this year and made the maiden flight Friday, April 16 at the WDA field.

What I thought was a modest rudder turned out to be very sensitive and effective. Had to cut the throws down 50 percent on my second flight. The polyhedral wing with generous under-camber let the plane hop off the ground and at the same time marked the ground turbulence of the wind. The brushless motor, Suppo BL 2814/8 1000Kv with an APC E prop 12 x 6, was more than adequate to get to an altitude to start trimming the plane. Once trimmed, the plane, like the gliders I fly, indicated the thermals with a wing tip pitch up.

I surprised myself that the all up weight came out to 59 oz. considering that I modified the structure of the wing with a spar consisting of top and bottom longerons of tight grain Doug fir (which is heavier than aircraft spruce) and then adding web sheers starting with 3/8 balsa at the root and graduating down by 1/16 of an inch every two bays per wing half. The plans show the plane originally as a free flight. Conferring with John Eaton, my go-to for old timer builds, assured me I needed to beef up the wing to make it structurally strong enough for conversion to RC. He also helped out with supplying some balsa from his secret lair of balsa supply.

I built the wing one piece and made a strong joiner consisting of light ply each side with a sandwich of hard grain balsa.

- Wing span is 80" flat, 77.4" projected
- Wing area is 862.1 sq inches flat, 836.5 sq inches projected.
- I used a Nano-tech 3C 2200mah Lipo with 45-90 C discharge.
- For covering I used a combination of Monocote and Ultracote lite.
- Note that the horizontal tail is a lifting one and over 300 sq. inches, roughly 35% of the wing area.

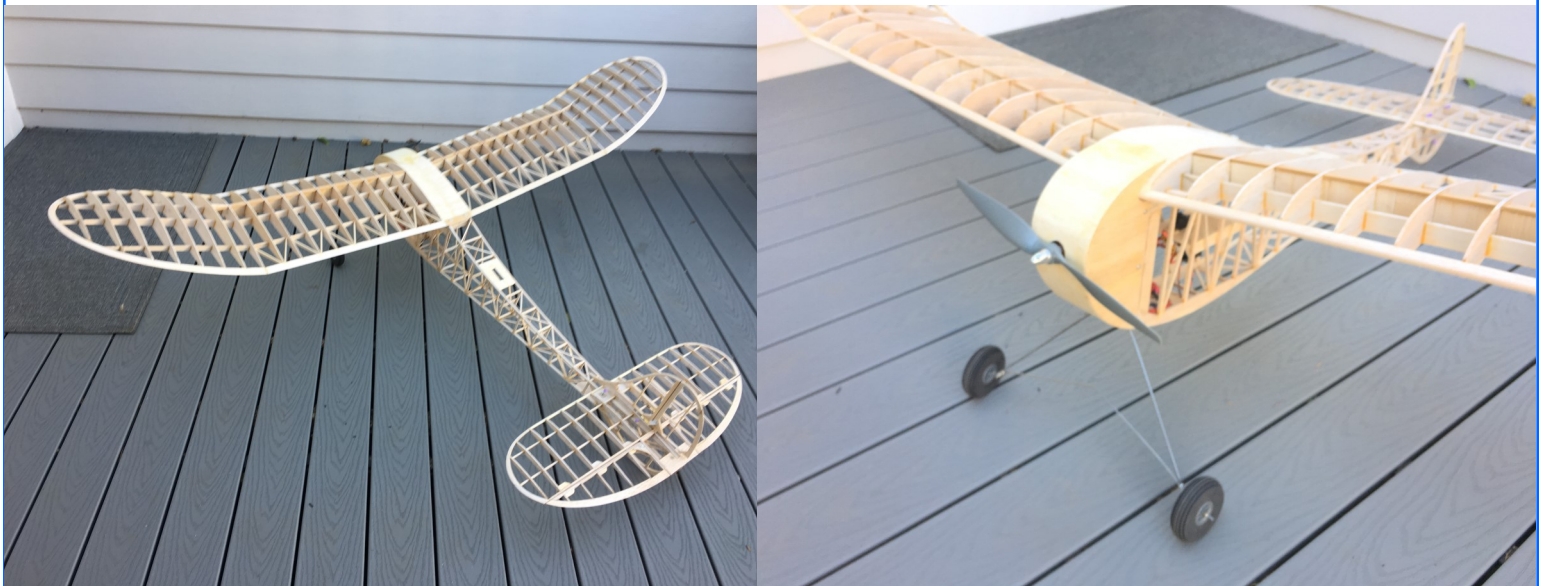
I balanced the plane at 40% of the length of the cord, approximately 5 inches behind the leading edge.

I added 11 oz. to the nose to get it to balance at that point. The Nano Tech 2200mah 3S Lipo helped to get to the initial CG.

For future flights I hope to decrease nose weight, hoping the horizontal stab as a lifting element permits that.

Lou Fox

Pictures of the completed aircraft, next page >





**Power: Brushless motor, Suppo BL 2814/8
1000Kv. APC 12 x 6 E prop**



The past 13+ months have been both a blessing and a curse (mostly a blessing). After losing my job as Director of Service with Oxford Instruments Healthcare, I have enjoyed more than a year of "early retirement."

During that time, I searched for suitable employment, applying for nearly 70 positions! Yes, you read that correctly – SEVENTY. Keep in mind that shortly after my employer sold the company and I was out of a job, the U.S. economy was shut down for the Covid virus.

A few things I learned right out of the gate: 90% of professional jobs are posted 100% online – meaning: you apply online; upload your resume; and your application is screened by a nameless, faceless entity with whom you will probably never communicate. There is no "hiring manager" per se, at least not one whose identity is known that might enable some follow-up on your application.

I also quickly realized that, despite a background in electronics and 14 years of diagnostic imaging field service, followed by 16 years of service management, 3 of those years in Executive management, nearly every position REQUIRED at minimum, a Bachelor's degree. If that box wasn't checked, I suspect the application ended up in the e-waste basket. Many applications even requested your college Grade Point Avg.

Also, when passed-over for a position, there is never a specific reason given as to why..?

Was job hunting frustrating? YOU BET!

Back in 2003 I had already achieved 78 of the needed 120 credits towards my Bachelors degree in Business Management, and was hired as a Siemens Healthcare Service Manager. At that time, it seemed the continued pursuit of a degree would be superfluous. I was also missing some lower division credits which complicated completion of my degree and I simply stopped attending college courses.

Fast forward to 2020, looking for work in service management with a successful 16-year track record, yet being passed over repeatedly... I decided to eliminate the 'missing degree' as a possible reason.

Graduating on March 20, 2021 with my Bachelor of Science in Business Management, I was contacted shortly thereafter by General Electric Healthcare about a Service Management position for which I had applied in late February. On May 10th I will re-start my career as a diagnostic imaging Service Delivery Leader in the SF Bay Area with THE COMPANY I have wanted to work, for many years!

WHY am I telling you all this?

It's just possible that some of you have experienced similar frustration in securing employment during the past year. Take heart! **Sometimes in life you gotta shuck a boatload of oysters to find a pearl!**

Also, I am quite sure going forward, my available free time will receive a drastic haircut!

While I am back in the salt mines, so to speak, complex scale or scratch-built projects may be a thing of the past, at least for MY foreseeable future. Why?

I have the focus and dedication necessary when I can work on a project literally every day, sometimes all day, with a start to completion time of no more than 3-4 months. But drag that out over more than a year, with that SINGULAR PROJECT occupying my building board, and I get bored and lose focus, or my plans change. The point is, I see my modeling pursuits evolving over the course of the coming months... newsletter content as well. YOUR contributions will be appreciated more than ever!

As I drink from the fire hose of this new venture, I expect to have little time for building. After becoming acclimated, I then expect my project choices will be aircraft that don't require 400 hours! (like my Bearcat)

Bottom line: I am very fortunate to have enjoyed all this time off and that we survived both the shut-down and the virus, as yet unscathed. GLAD to have attained my degree AND indulged in building RC aircraft during all my available spare time! **RETIREMENT IS AWESOME!**



Progress continues on the Grumman F5F Skyrocket. A buddy of mine was over recently and commented on how "perfect" the glassed and sanded top surface of the wing appeared...

I informed him that PRIMER would eliminate ALL perceived perfection in short order! Indeed, no matter how much time and effort is spent on meticulously applying fiberglass cloth and resin, then careful sanding, the first



TOP: Top of wing, glassed and sanded. ABOVE: Bottom of wing, freshly primed. RIGHT: Auto spot (glazing) putty applied to every visible low spot, divot, and void. After another sanding and priming, MORE "issues" will be visible!



application of primer will make you wonder what in the world you were thinking?! The laborious process of glassing, priming, sanding, filling, sanding, and priming, is in full swing. IF you have never engaged in this type of finishing process, be advised it cannot be rushed and is best performed in warm to hot weather. Cool ambient temperatures prolong the application of primer and spot-putty and can even prevent the primer from fully setting up.

Left: THIS is what the surface looks like after priming and sanding, the application of spot putty, then more sanding. High spots appear as having almost no primer, low spots still have the primer or spot putty visible. Another coat of primer will show vast improvement, but imperfections will still be evident. At this stage, I usually shift over to wet sanding (and again, warm to hot weather is preferable). This process boils down to how PERFECT you want the finished surface to appear? Oh, and btw: when it looks PERFECT in your shop lighting, just go outside into the direct sunlight and marvel at all the imperfections previously unseen... where did I put the spot putty?!!

I am using Rustoleum Clean Metal White Primer (rattle can) and will most likely finish the plane with Rustoleum aluminum and yellow rattle can paint colors.

The exhaust residue from GAS engines does not attack enamel or lacquer paints. This plane will be finished to what I call "sport scale"... very little, if any, surface details. Also known as "stand-off scale."

The whole point of this build is to fly my first TWIN engine RC aircraft, and create something not usually seen on the flight line. Interestingly, the ONLY place in which Skyrocket aircraft were featured was in a popular comic book:

The XF5F Skyrocket was the only propeller fighter aircraft flown by the *Blackhawks* in Quality Com-

ics monthly title *Military Comics*, which ran throughout World War II. The XF5F remained the *Blackhawk* Squadron's mount until their conversion to jet aircraft in Quality's retitled *Modern Comics* at the start of the jet age.



In reading about the full-scale Skyrocket, its performance was actually spectacular! Had it not been for so many other entries into our fighter aircraft armada at that time, I've no doubt the Skyrocket would have been mass-produced and flown in combat. (right) I finally got around the cutting the cockpit opening and making the rollover pillion. Simple (if any) instrument details will be added, along with zinc chromate green paint, and pilot bust before permanently attaching the clear canopy.

ROTO MOTORS 85 FSI

As some of you know, I had a catastrophic engine failure on my Gere Sport biplane back in October of 2020. While flying inverted, the engine's forward exhaust stack came loose and rotated into the arc of the spinning propeller. The impact **BROKE** the front cylinder at its base, as well as the intake manifold. Amazingly, the engine continued to run! Hearing something was wrong, I immediately set up for a landing, and on approach, the engine quit. The aircraft was landed without incident.



The exterior damage to the engine was obvious. The prop didn't fare too well either. Upon returning home and disassembling the engine, I was shocked to find that both the **fore and aft pistons were missing piston pin retention clips!** This had allowed the piston pins to wear against the cylinder walls, creating grooves. The grooves in the forward cylinder weren't severe enough yet to create a substantial cylinder leak, but it was clear from the blow-by **at the crown of the rear piston,** that "blow-by" was resulting from the deep grooves worn in the cylinder wall.

Despite this manufacturing oversight, the engine had always run fantastic, is beautifully machined, and has a sound like no other.

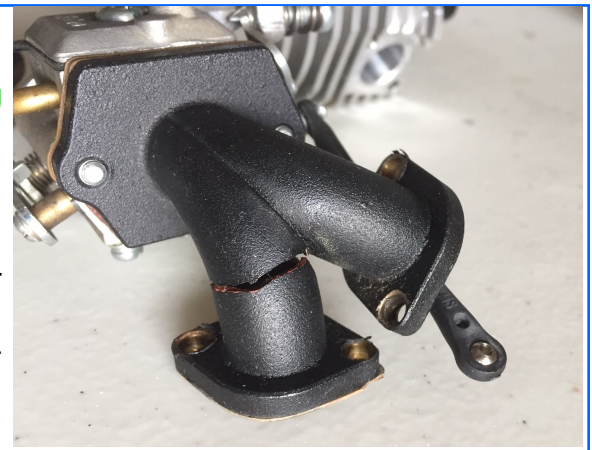


I explained what I had found to the N. America Roto dealer, VOGELSAANG Aeroscale. He ordered all the replacement parts I requested and after a long delay, informed me they would cost me over \$1000! In light of what I had found, I thought that perhaps some help on the parts cost was a fair compromise...

perhaps a replacement rear cylinder, piston pin clips and a couple of rings? **NOPE.** In his communications with the Roto factory, Vogelsang told me that since I had disassembled the engine, there would be no parts coverage. In fact the engine was WAY out of warranty and I did not expect the repairs to be covered under any warranty... just some consideration for an obvious manufacturing defect/oversight. Again, the answer from Vogelsang was, "Sorry, nothing I can do." Mind you, this is the same guy from whom I had recently purchased \$4,300 worth of Moki 180 radial engine and accessories... AND, my new Moki had experienced TWO ignition failures during its first few months of use. I fully realize that our little niche hobby offers razor thin margins to the purveyors of our favorite toys. And Vogelsang Aeroscale is unique in offering some VERY high quality kits, engines and accessories, so this isn't about throwing that business under the bus! However, this was Vogelsang's opportunity to work with me and provide some great customer service... **In my humble opinion, he DROPPED THAT BALL.** So, I went directly to the owner of Roto Motors in Czech Republic, Petr Cita. This entailed some difficulties due to the tech language barrier, but I included many pictures and did my best to use as few words as possible (UNLIKE this article...)

The owner of Roto Motors emailed me back and advised me to SHIP HIM THE ENGINE for repairs. He said that from the pictures he could see my engine had ALUMINUM RODS and that the new engines were being produced with STEEL rods for greater durability. So, on December 9, 2020, I gave the U.S. Postal Service \$110 and my engine. For the next 40 days, the engine was tossed around the U.S. and sat in a U.S. Customs office in New York before finally being shipped overseas. The reason given for the delay? Covid... of course! Once it arrived in Czech, more Customs delays with a request that I submit a Customs declaration (which I had completed and attached to the shipment here in the U.S., but it apparently became separated from the package)... who knew Covid was both nefarious AND forgetful?

More weeks went by and finally, Roto emailed me to say 'my engine could not be repaired, it would be replaced.'



They did not ask for a nickel nor tell me WHY the engine could not be repaired. I responded that I was more than happy to pay for some of the repair costs, shipping costs, etc... HOW can I remit payment? Roto responded that they were not sure WHAT I was asking, can I "please rephrase?" So I did: **"DO I OWE YOU ANY MONEY?"** I never received an answer. A few days later Roto asked me to confirm my shipping address and that tracking information would be forthcoming. Along with my address, I again asked: **"Do I need to pay for any of this?"** No response, except the tracking information. More Customs delays here in the U.S., but I FINALLY received the replacement engine on April 15th, FOUR MONTHS after I shipped it and nearly 6 months since the engine was put out of commission. It is indeed a BRAND NEW engine with some exterior differences from the one I shipped, as well as internal differences (steel vs. aluminum rods).

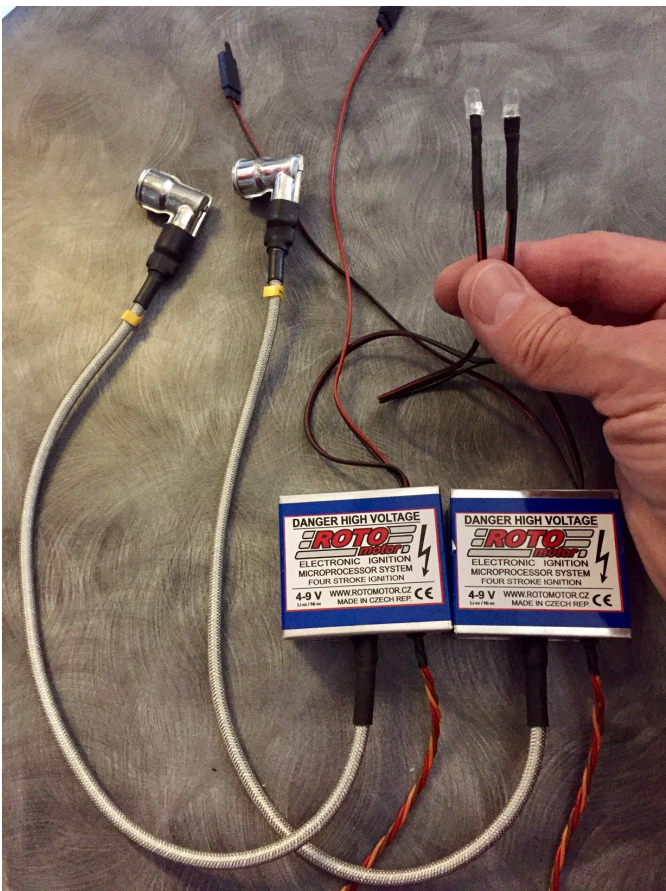
What do you want to bet both pistons have both piston pin clips?



A quick examination of the replacement Roto Motors 85 FSI reveals some immediate differences... The pushrod tubes and carburetor velocity stack are now anodized black. The exhaust pipes appear to be stainless steel (rather than black-painted, steel). Another change is the addition of LED indicators on both ignition modules. An ALTERNATE FIRING twin does require TWO separate ignitions, where a simultaneous firing twin, does not. How many times have you WONDERED IF the ignition system is energized? Unless you are using some sort of ignition cut-off device WITH an LED indicator, you really have NO IDEA if the ignition is on or off? In the case of, say, a Valach engine, the manufacturer uses a TONE for indicating an active ignition. It "beeps" continuously while the ignition



is on. The LED ignition indicators, now standard on the Roto ignitions, are a WELCOME addition. Another change is the switch to conventional 'press-fit' spark plug caps and standard CM-6 style spark plugs. On earlier versions, the spark plug caps utilized a retention





screw to keep them snug on the plug. The engine Operators Manual is now much more informative than on previous models.. So much so, one wonders IF Roto is anticipating brisk sales to primates ? (see previous page)

Sorry, but I'm thinking if someone is spending \$1,700 on a complex four stroke multi-cylinder gas engine, it is assumed they possess some previous experience and a heaping helping of common sense. Yet the bold warnings **in red print** throughout the Operators Manual, lead me to believe otherwise... The new engine was secured to my test stand and run-in per

Roto instructions: 30 minutes at 4,000 rpm. At about the 15 minute mark, the engine ran out of gas and I had to refill the tank. When attempting to re-start the engine, it simply **WOULD NOT EVEN BARK**.

It isn't uncommon for some engines to exhibit 'hot start' difficulties,' but even as the engine began to cool (as I cranked and cranked), it wouldn't even offer a "POP!"

Well, I discovered that the IGNITIONS REQUIRE a HEALTHY battery! I was running both ignitions on a single LiFE 2S battery that was down to under 6.5v with no load. While the ignitions can be run on 4.8v—9v, this battery simply wasn't capable of satisfying the need for two ignitions under the hot start conditions. A switch to a fresh battery had the engine running IMMEDIATELY.

After the 30 minute run-in, the engine cooled over night and the following day, I checked the valves. One intake valve was slightly tight and adjusted. All other valves were still within tolerance.

The engine was started again, and the carburetor needles adjusted for optimum performance. I was able to get the engine idling as low as 900 rpm with immediate throttle-up to 5,300 rpm running a 26x8 propeller.

Maximum recommend rpm is 6,000, so with some unloading in the air, and a bit more time on the engine to loosen it up, this sized prop should have the engine happily operating within its suggested rpm range.

So back to the missing piston pin clips on engine #1...Despite this assembly oversight, my Roto 85 had always performed very nicely and attracts attention wherever its distinct exhaust note is heard. MORE impressive is Roto's commitment to CUSTOMER SERVICE! Ben Ponzo had a similar experience with RotoMotors' **superlative customer service** as well.

The only other model engine manufacturer I am aware of which demonstrates such a high level of commitment to its products and customers, is Desert Aircraft.

Does the omission of piston pin clips on the first engine make me doubt Roto quality? Not at all. Even the best of us make mistakes!

After LOTS of flight time, my engine NEVER failed until I failed to secure an exhaust stack... a tribute to the over-all Roto design and quality. Needless to say, I am a VERY SATISFIED and LOYAL ROTOMOTORS customer!

Rich Geertson



Pictured on the front page of this newsletter is Roto's next offering, a 125cc four stroke twin.

Evil Monkey Productions presents the Tenth Annual

EVIL MONKEY MODEL SWAP MEET

*Saturday, May 15, 2021
8:00am to 3:00pm*

**Control line, free flight, RC
Planes, Boats, Cars
Any hobby-related items**

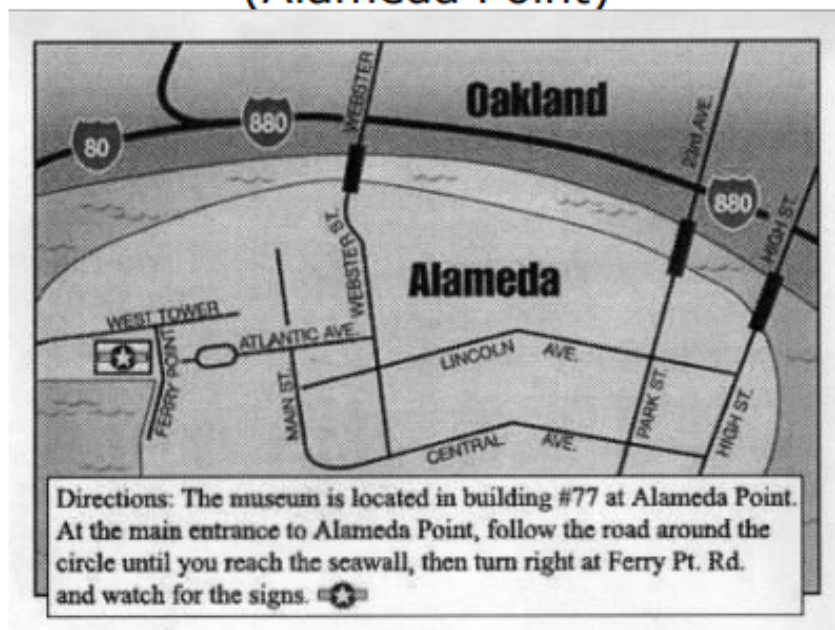
Entrance \$10 – Swap Meet & Tour of Museum

Vendor Tables \$15—Swap Meet and Tour of
Museum

Information and Reservations: George Ellison
510-763-6769, or longshot50-1@att.net

Alameda Naval Air Museum Alameda Naval Air Station, Bldg. 77

2151 Ferry Point, Alameda
(Alameda Point)



1st Annual
West Coast Festival at Reedley
Giant Scale Fly-In

The Legacy of Castle Continues
Reedley Municipal Airport
May 27-30, 2021

Hosted by: Clovis Area Modelers RC Club
PRE-REGISTRATION FORM

We are planning an outstanding “*Giant Scale Fly-In*” and look forward to sharing a great 4 days of flying with you. So don't delay, send this form today, with a check or money order made out to: Clovis Area Modelers RC Club – AMA Club #5405

Mail to: **Rick Maida, 2171 Teakwood Ct., Hollister, CA 95023**

For more information (email preferred) – mrcorsair@usa.net, (408) 460-1526

Erik Lacour - eriklacour@sbcglobal.net (559) 307-4253

Name _____ AMA # _____

Address _____ FAA # _____

City _____ State _____ Zip _____

Phone (____) _____ Cell Phone (____) _____ E-Mail _____

Landing Fee (unlimited number of airplanes) \$35.00 \$ _____

72 MHz R.C. Channels you will be using _____ 2.4 GHz _____

Recreational Vehicle parking for the entire event \$40.00 \$ _____

(No charge for tow vehicles or dinghy's or cargo/airplane trailers)

***Preferred (Front Row) \$20.00 extra**
(if space is available and with Event Director approval) \$ _____

****Groups – one check or money order with # of people to grant spot – by May 1st (non-refundable)**

Automobile parking for entire event \$5.00 \$ _____

***To fly during this event, you must have a valid AMA/FAA (UAS) Registration Number & Labeled Aircraft**

Woodland Davis Aeromodelers

is celebrating the

27th WINGS OF VICTORY

June 25-27 2021



TBF AVENGER
Torpedo Bomber
(Kellogg Kit)

Aircraft must be in
appropriate warbird
colors

Open flying after Noon Sunday

60 x 600' petro-mat runway with 25 x 600' grass runway alongside

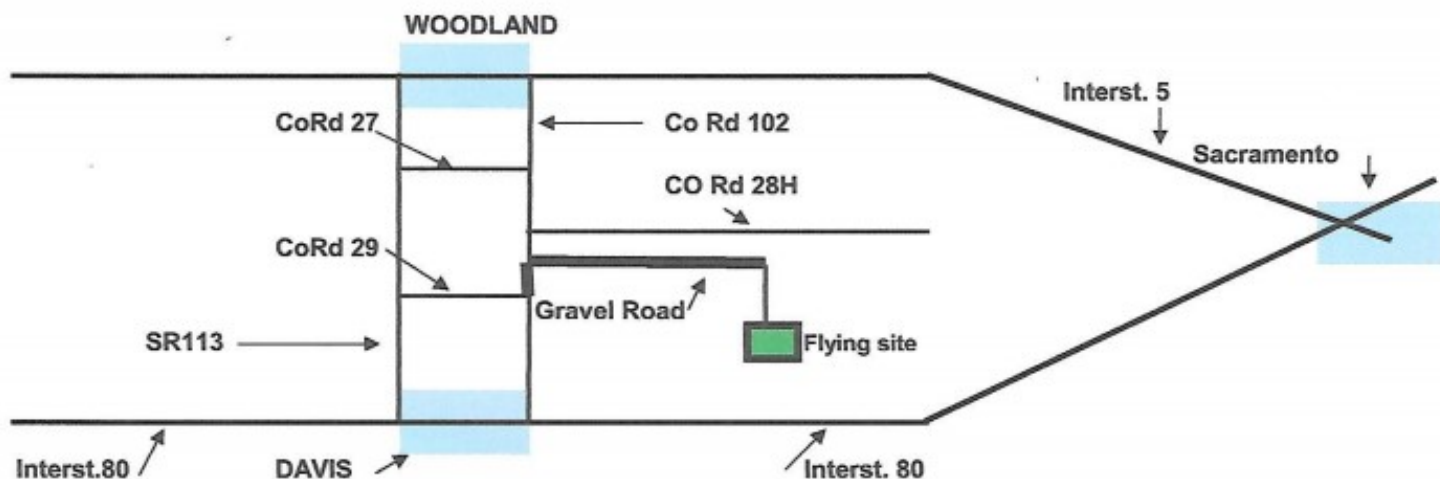
Camping and RVs allowed... No Hook-ups
Restrooms and Snack shack on site

Registration for the 3 day event is \$25
includes free Hamburger or Hot Dog

CD for the event: Monty Welch
cell phone 707-365-8878

No raffle-No trophies
Just come and fly

Electric A/C OK
Must be ROG capable



For more info:

Email Monty Welch at Loon12@aol.com

WDA website: www.wdarc.org



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**



WDA Officers and Board

President Randy Sizemore
(916) 804-4250 reddogusa1@aol.com

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



Flight Instruction

Flight instructors:

⇒ John Eaton (530) 681-5316
johneaton@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: Saturday May 8th, 10AM AT THE FLYING FIELD



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