



FROM THE PRESIDENT

Happy New Year!

Another year is upon us! I want to express my gratitude, on behalf of WDA, to our outgoing officers and board members with particular thanks to John Eaton for his 4 years of service as our President. John's efforts led us from the waning days at our old flying site, to the move onto our new site, and including the construction of our field to its current state. So I say, "Thank you, John!" John has agreed to stay on as our Treasurer so I won't let him get too relaxed.

John Lett has agreed to continue on in his role as our Safety Officer. John's calm disposition, and sharp eye for safety do all of us a huge favor. If he has a suggestion about a safety practice at the field, it comes from the perspective that we all want to avoid injury, and practice this great hobby to the greatest extent possible. John, thank you for continuing in this role.

A quick introduction: My name is Jeff Lovitt and I am a model airplane addict. As I've described it to others and to my wife, it's a pre-existing condition! I've been around models my whole life, and am extremely fortunate to share this with my dad, brother, and my two boys. My dad (Dave) is a visitor to our field and has been my modeling mentor my whole life. I began flying RC when I was about 12, and have been building and flying models ever since. RC Scale has been my passion, but I've been bitten more recently by the jet bug. I've also dabbled in IMAC, gliders and indoor flying. My dad and brother traveled to 'Best in the West' in October and the three of us flew in the same event for the first time in several years. I've been



slowly teaching my sons to build and fly as well. Adam, my oldest is occupied by school and soccer and Ian, my younger, is heavily involved in Boy Scouts now. Both have an interest in aviation and flying and are progressing when time allows. I consider myself very fortunate to share this hobby with them.

As we start another year, we have much to look forward to. We have a good slate of events for this year which should have a little something for everyone. I would encourage folks to try a new event this year

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THIS MONTH

Meeting Minutes..... Mike O'Kane
Peep from the Veep..... Richard Geertson

GENERAL MEETING

MINUTES

DECEMBER 14TH, 2015

Members present: Ed Morgan, X John
Eaton, X Jim MacDonald, X Mike O'Kane,
X Jeff Lovitt, X Rich Geertson X Doug
Barton _X_ Randy Sizemore 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. Two new
members attended, Koby and Jim.

AGENDA: Pizza and drinks when they arrive
Elections of New Board members

Monte and Linda Welch brought a large flat screen to
show the DVD from the Air Show they attended in
England this past summer. Airshow theme was
World War II aircraft

Officer reports:

President: John provided general comments
throughout the meeting.

Vice President: Ed Morgan is out of town. John
recapped the Board Minutes listed in the Board
meeting.

Treasurer: Jim MacDonald reported on Club
account.

Secretary: FAA modelers registration rule goes into
effect 12/21/2015.

Chair Reports:

Membership: 2016 Membership cards are available.
Dues will remain the same for 2016.

18 members renewed to date, Monte received
numerous renewal applications at the meeting
tonight,

Safety: John Lett made comments regarding
Material Safety Data Sheets (MSDS) and the
concerns relating to AC glue, ventilation and
handling

Field Chair: Bill and Art present, some minor
mechanical issues

News Letter: Glen Spaulding is not present

Points Chair: Points are posted, WEB site is current

WEB PAGE: WEB page is current

Events Reports: Forrest Barton organized an

Indoor flying event Saturday evening December
5th at the Sport complex 8 PM until midnight. The
event was attended by about 12 pilots and
families, this was a fun evening. The entire roller
hockey rink is available with the key to success
being low and slow. Thanks Forrest for the effort,
looking forward to future events.

Old Business: See Board Minutes

New Business:

Nominations are open for 2016 Board and Officer
Positions.

John called for new nominations and none were
offered, nominations were closed.

Current Nominations are:

Officers. Jeff Lovitt for President, this will open a
Board Position

Rich Geertson for Vice President, this will open
a Board Position

Mike O'Kane for Secretary

John Eaton for Treasurer

Board nominations:

Forrest Barton

Monte Pate

Kerry Roberson

Jim McDonald

The current nominations were read and a vote called
for with a unanimous response from the members
attending.

John declared the vote closed with the new officers
and general board members elected for 2016.

Show and Tell: Movie provided by Monte and Linda
Welch

Meeting adjourned

BOARD MEETING

MINUTES

DECEMBER 14TH, 2015

Members present: Ed Morgan, X John Eaton, X
Jim MacDonald, X Mike O'Kane,
X Jeff Lovitt, X Rich Geertson, X Randy
Sizemore X Doug Barton, Chris Dellinger

Meeting called to order by John Eaton

Meeting agenda as posted on the Club forum with
any following additions.

OLD Business

None

NEW BUSINESS

Picnic Table: Repair existing tables and add three
additional tables. Jim and Mike working on parts
list and pricing

Mike found a picnic table plans on Bob'splans.com for
an Octagon shaped table that seats 8 without
having to lift a leg to get over the bench seat. The
idea is to make the table friendlier to physically
challenged persons and to have everyone facing
each other when seated. These Octagon tables are
not a small build and uses the major part of the
tree for a material list. Rough Order Estimate
(ROE) is \$525.00 ea. to build.

Discussion took place regarding round tables and
conventional rectangular style, discussion included
provisions for persons physically challenged access
(ADA). Metal frame kits were discussed and
durability was considered for all styles. Discussion
ended with the following motion. Approve a
\$2,400.00 limit to purchase metal frame kits
(2 3/8" tubing) and materials to assemble 6
rectangular, bench style picnic tables for use in the
shaded area adjacent to the Snack Shack. Tables
will have ADA access.

Snack Shack: Need to make changes to improve the
sanitary features in the Club such as an internal
water system. Propane grill to be stored in the
Conex adjacent to the Snack Shack with plans to

add a small sink in the counter where the grill was
previously stored A tank elevated outside the Snack
shack higher than the sink may also provide
adequate gravity feed water for clean-up.

Update: Art Williams had a lead on used storage tank
with electrical pump. Art will provide final details at
the next meeting.

NEW Business:

The annual event schedule was reviewed, see the Club
WEB page for the posted dates.

Elections of new Board to be held at the General
Meeting

FROM THE PRESIDENT

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that they have not participated in before. Maybe it's a night flying event or Wings of Victory; perhaps electric pylon or a control line event. This club is here for its members and for the community, so I feel that we get out of it what we put into it. My charge is to have each member become involved in a new way this year. Try something different! Write a newsletter article, bring something to the meeting, tell us about an event you went to, build a free flight model, whatever it is, just do it!

We will be hosting the Scale Masters Championships again this year. This will be the return of the grand event that we hosted in 2013 which people from outside our area are still talking about. I look forward to a great event and to the return of many great models. This event is open (through a qualifying process), so please consider making the effort to quality and attend. It's a great opportunity to have this event in our own yard.



Goals: I want our meetings to be an enjoyable highlight each month. We have some business to attend to, and we will do a large portion of that in the board meeting. All are welcome to attend. Once we get the business done, I would like to hear more from our members about what they are working on, what events they've been to, and maybe learn something about building and flying that I didn't know before. This hobby would not be as satisfying for me if not for the people and camaraderie that we have among us. So, from time to time, I will be asking individuals if they would take a few minutes and bring a model into the meeting to

talk about. If you have something to talk about, please let me know! Second, we have a shade structure to repair, so that will be an upcoming project to dismantle and procure some new materials. Additionally, there are some tables and benches in need of some repair/replacement, so that will also be the subject of upcoming work days. A final goal for all of us is that we make a point of being the best that we can be as representatives of this club. To me, that means welcoming a visitor to the field and showing them what we do. It means respecting our neighbors and watching our overflight and the noise that we generate. It means taking a leisurely drive down the access road so that we don't generate excess dust or erosion on the road. Help out during an event, Teach someone to fly, and Promote the hobby. New blood is the key for us. We may see some new blood as a result of the flood of quadcopters and so-called drones that have hit the market, and it would be great to show them what the hobby can really be about.

That's all for now. Feel free to contact me and let me know your thoughts. Email is the best, and my cell is good in the evenings.

Blue Skies,

Jeff



FIELD SAFETY

As members of Woodland Davis Aeromodelers, our thoughts and actions regarding safety should be paramount during our modeling activities. Safety should be in the forefront of our conscientiousness when indulging in our hobby. One of the creeds that define the WDA is safety. I have witnessed our members displaying this safety driven culture on many occasions. I have seen safe acts practiced at the field during normal flight OPS, during yearly flying events, and I have heard safety issues discussed in “hangar flying” groups. Kudos to all of you as this is how a robust safe culture should look. For reasons that should be obvious, we should not become complacent in our safety attitudes. I have long held the belief that complacency is the spice of accidents.

Accidents do and will happen. This is a fact during the pursuit of our hobby. No matter what mitigation processes or methods we exact, the fact remains, zero accidents and zero incidents is hard to obtain and maintain. One of the ways we can raise the level of safety to achieve “zero/zero” is to learn from the root cause of accidents and incidents before or after they happen.

For the next 12 months president Lovitt, has appointed me the honor of continuing as your safety champion. It is an honor I appreciate and will endeavor to perform this assignment to the best of my ability and with vigor.

I will continue to focus on identifying gaps in our club’s safety processes, assisting in addressing them, and assisting with their eventual closure. The fact is, the best way to mitigate incidents and accidents is having a safety culture that exceeds expectations at all levels. Another way of saying it, our main objective as a viable club should be maintaining an enhanced safety program.

At the January 2016 club meeting, I will be focusing on the duties and the importance of the spotter. In conjunction with a friend in the in Spokane RC club, here is a list he helped me compile which outlines the spotter’s duties. I am pleased to share them with you.

SPOTTER DUTIES

1. Keep your pilot aware of wind direction, so he can make any necessary adjustments in deciding which way to take off and land his plane, or to make wind allowances in his maneuvers.
2. Keep constantly aware of what other model pilots and crew members are doing, such as retrieving a plane from the middle of the strip, or crossing the strip, or starting a plane in a nearby pilot station. Alert other pilots and spotters as to your pilot’s intentions, e.g. **“TAKING OFF TO THE RIGHT”** or **“LANDING FROM THE LEFT!”**
3. Watch for any models that seem to be out of control, in ground handling, on take-offs, landings, or in the pattern. Prepare to protect your pilot if the out-of-control plane is approaching, by moving him calmly out of its path.
4. Keep track of any area or height violations of your pilot’s plane, and let him know immediately of the infractions.

FIELD SAFETY

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5. Assist the pilot in starting his plane, moving it to the flight line, checking all flight control functions (rudder, elevator, ailerons and throttle) before releasing the model for take-off, and retrieving the plane after the landing.

6. REMEMBER, you are not there to admire the flight – ***YOU ARE NOT A SPECTATOR!*** – You are a crew member with definite and important responsibilities!!!

The value of a spotter can be realized in the following video. Copy and paste the link in your browser. Be sure to turn up the volume for maximum effect.

https://www.youtube.com/watch?v=Qao_W-CM45o

“A SAFE OUTCOME SHOULD NEVER BE IN DOUBT”

John Lett
Safety Officer

Peep from the Veep

Yes it rhymes, but do I REALLY want my writings to be known as "peeps?" I'll have to think about that...

So, it turns out I was overwhelmingly elected VP of WDA for 2016. Of course in a field of one, my landslide victory was the result of a brilliant campaign strategy of showing up for most WDA meetings and then raising my hand when asked if anyone was interested in the VP position. Oh sure, I was armed to the teeth with clever and biting political rhetoric, but thankfully, none of that was necessary.



As some of you may know, I was the WDA newsletter editor for about 10 years. Recently I was looking through many of my old WDA newsletters and want to relay some of the changes and consistencies I have noticed over the years.

Besides the different faces and a different field locations, Woodland Davis Aeromodelers remains one of the premiere clubs/flying sites in all of northern California. And while many of us lament the lack of routine weekend 'participation,' I can assure you, that conversation has been going on for more than 20 years at EVERY club field, not just ours.

I can remember when I lived in El Sobrante and was a member of B.A.R.C.S., flying at our field off Richmond Parkway, there were plenty of weekends just a couple of us would be out at the field in great weather, and nary another pilot could be found. After one such idyllic weekend, I wrote an article for the club newsletter (of which I was also editor) entitled, "Use It Or Lose It" - the response was less than enthusiastic! Many members were highly offended that I would reference their lack of participation as 'the reason' we might eventually lose the field... and as it turns out, BARCS finally closed down not so much from lack of participation, but due to the usual urban sprawl that tends to swallow up every RC field.

So what can we do to increase weekend participation at WDA? And Do we WANT to increase weekend participation? I know it sounds like great fun to have a parking lot full of anxious RC flyers, but the reality is that when you fly with 3-5 other aircraft in the air, your flight plan is severely restricted. Ever go to the big fly-in at Castle AFB? Other than the occasional loop or roll, your flying is pretty much limited to "the pattern." Sure, it's FUN to be with so many other RC enthusiasts, sharing our passions and models, but the flying really ISN'T fun - at least to my way of thinking. Do we want those same flight limits every weekend at WDA? As they say: be careful what you wish for, you just may get it.

Yesterday was an awesome exception to the usual sparse turn out... the annual Chilly and Chili January 1st fly-in was a rousing success, IF participation is any measure! Linda Welch posted pictures on Face Book. I arrived at the field later in the day, as winds were subsiding and most of the participants had already partaken in the cornucopia of food and drink, but attendance was GREAT! The cold weather and brisk winds failed to stop enthusiastic RCers from enjoying the day at WDA.

Speaking for myself (and many others who have furrowed a brow or two over our field location)... the long gravel road is NOT conducive to quick trips to the field, as every entry and exit feels like Conestoga Pass via covered wagon. Then, if you enjoy driving a clean car, a full-blown wash and vacuum is required to remove the blanket of baby-powder dust from every nook and cranny. But what is the alternative? If the field were closer to the road (as was the old field), it would be quick and easy to get to, but also vulnerable to that dreaded urban sprawl and the ever-present Chicken Littles who fear our model planes may fall from the sky like a Perseus Meteor Shower! As it is, our "remote" location has not been without a few locals who don't appreciate our flying things the way we do...

And then there is the changing demographic of our hobby... but hasn't that always been the case? Back in the old days of single channel escapement and pulse proportional radios, stalwart RCers would find a large unpopulated area in which to launch their airplanes. "Flying RC" was more an exercise in preventing a crash, while keeping the model within sight. As RC evolved, more precise control created the ability to very accurately direct our models, and thus, the modern "RC field" was born, complete with runway, taxiways, and pits.

As we forge ahead into the 21st century, the sophistication of RC offers virtual plug-n-play models with on-board stabilization and even GPS. The modern RC flyer can now pick up a fixed or rotorwing model that literally flies itself. Many of these electric RC flying things do not require a regulated Fixed Base Operation and can be flown at any park or baseball field.

I'm not going to give an opinion as to whether this evolution is good or bad - that is a whole other kettle o' fish - BUT we seem to have come full-circle, from flying our primitive models in uncontrolled spaces, to flying our sophisticated models in very controlled spaces - to again flying radio control models in uncontrolled spaces, thus, the "need" for an AMA sanctioned RC Fixed Base Operation seems to have diminished somewhat.

In addition, "plug-n-play" RC vehicles have reduced our dependence on fellow club members for help in completing and flying our models, from the building, to RC install, engine tuning and/or first flight trimming, to repairing... the new generation of RC flying things has created tremendous independence on the part of RC enthusiasts, both experienced and inexperienced... this 'independence' has also attracted the scrutiny of the FAA...

I suppose my point is that lamenting "the demise" of our hobby may be an inaccurate reading of the tea leaves. It IS changing; that is without question, but it's NOT going away. And evolution brings lots of great innovations...

Speaking of which... next stop is the AMA Expo January 8-10.

Buckle up for 2016! See you at the field,

Richard Geertson

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Next Meeting: Monday, January 11th, 7:00PM
 Meeting held at Woodland Library @ 250 First Street



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