

# WOODLAND/DAVIS AEROMODELERS



## PREZ SEZ:

Well as I sit here writing this month's article I can't believe it has almost been a year since we started talking about club safety and fences. Since most of this material has been covered in the past year by either Jeff or myself at meetings and/or newsletters I am going to try and keep this relatively concise, and mainly in response to the opinion piece from last month.

First and by far the most important thing here is that I want to thank the guys working at the field. This has been a few busy months with wrapping up the plumbing project and then transitioning right into this project. They worked very quickly to get this fence up. The catch fence has started to go up and hopefully by the next meeting that will be done as well. I can't say enough about the guys working at our field that get these things done. Thank you ...THANK YOU...for all that you do for us. We all really appreciate what you do so that we can enjoy this wonderful flying site.

I am only going to touch on a few items that were brought up that I find critical to the conversation at hand. As I said that was an opinion piece put forth and we are all entitled to our opinions on issues. I actually find in my line of work quite often differing opinions and perspectives coming together are a good thing and usually produce good results. That is the situation that has happened over the past year from where this projected started to where it is now as were putting the final touches on.

The first thing I wanted to touch on is the notion that all this club business has not been handled correct-

ly. There have been hours of discussion and seven separate motions on this issue over the past year: Four by the board and three by the general membership; all seven motions and their accompanying votes were conducted properly according to Roberts Rules and the by-laws that govern this club. Through all of these votes planning has been ongoing and club funds were being used to purchase materials as the scope was changing and evolving. At the June board meeting eight of the nine board members were present. The eight board members present unanimously indicated to proceed with the project as approved by the club and planned for the June work party.

**NEXT WDA CLUB MEETING TO BE HELD at the  
Woodland Library, Leake Room, Monday  
July 9th @ 7pm  
Board meeting @ 6pm**

## This month:

- |  |                |
|--|----------------|
| • Prez Sez                               | Forrest Barton |
| • Milt DeGroodt                          | 1927 - 2018    |
| • Board Meeting Minutes                  | Mike Frint     |
| • Club Meeting Minutes                   | Mike Frint     |
| • Meeting pictures                       | Mike Frint     |
| • Modeler's Corner                       | Rich Geertson  |
| • Hobbico files for Chapter 7 bankruptcy |                |

Now let me give you my perspective on this situation. Last year as a board member and now 6 months as president I have only had 2 people purposely reach out contact me specifically about this issue. Both of those people didn't want to see the fences going in. However what I was getting was a lot of what I consider informal contact on this issue. Through casual discussions at the field, at events and at the meetings when this topic would come up with members I would get one of three responses. Please keep in mind I am paraphrasing to lump these all together.

1. I do not want to see these fences at our flying site.
2. I really don't care either way since I am not going to hit the fence anyway.
3. I like the fence and understand the safety aspect; they should be put in.

I have only had a few people tell me they don't like the idea of fences. I would say 90% of what I heard was either comment #2 or #3. Of those two groups I would say it was about a 70/30 split in favor of the fences vs. those that didn't care either way.

The board has a responsibility to look at this in a much more conservative manner on behalf of the members and guests we have on site in relation to their personal safety. Safety is the fundamental heart of what all of this discussion and the fence is truly about. You have two schools of thought here: First are those of the opinion that the odds of an aircraft going into this area resulting in an injury are so remote they are OK with the "acceptable risk" and don't want to see the loss of an aircraft due to any barriers. The other side of this is from those that are not willing to gamble with anyone's safety. We all understand there could be mechanical issue, or lack of piloting skills, or bad decision making, or maybe an airplane that's just plain hard to fly. We are looking at this from the perspective of if the pilot in command either can't stop their aircraft or their decision making process is pushing a bad situation at some point and the aircraft needs to be restrained. For the board that point was determined by virtue of the pilot's flight line being at 35' off the runway. In this club's history we have been fortunate that we have had no significant injuries. Partly due to that safety record the opinion piece published was calling this a "Solution without a Problem," and once again that is an opinion. However the board disagrees with that opinion. To use the same phraseology the board sees this as "A problem that just hasn't resulted in an injury yet, so we need a solution." I can relate any number of incidents, where if things had just been slightly different, we would have had some very bad outcomes. But I don't need to because the opinion piece published last month illustrated several of those situations for me and I can give you quite a few more off the top of my head that were not cited. Next time you see me at the field ask me about a DA100 tumbling through the pilot's stations where people were standing.

Contrary to the article this club does have some history dealing with fences. When the field was reversed at the old site for two years before we moved we had these fences in a similar fashion in place. For those two years I don't recall any issues or great debate about those fences being up at that time. Also from the old field I can point to two incidents where fences, albeit not pilot's fences, but rather a spectator fence and a pit fence saved us great bodily injury. In one case I might go as far as saying saved a life. You can ask me about those as well. The point being that this club has experience and knows that fences do work well for restraining aircraft and protecting people from them.

Guys, in closing on this issue, as I stated in the beginning I think the final product that you will see is so much better than where we started a year ago. This was due to all the discussion and compromise by both sides. So I want to thank all parties involved and all the voices that stood up on both sides as we went through this effort. However at some point discussion needs to result in action and that is where we are today with the fence going in. For what it's worth I am certain that no one person got 100% of what they wanted out of this. This is truly a compromise that has been a year in the making. So please have open minds about the final results, give it a shot and let's try to move forward. We're all here to have fun and enjoy each other's company in this wonderful hobby, so let's enjoy it and each other.

As always if you have thoughts please let me know.

Otherwise I look forward to seeing you all around the field.

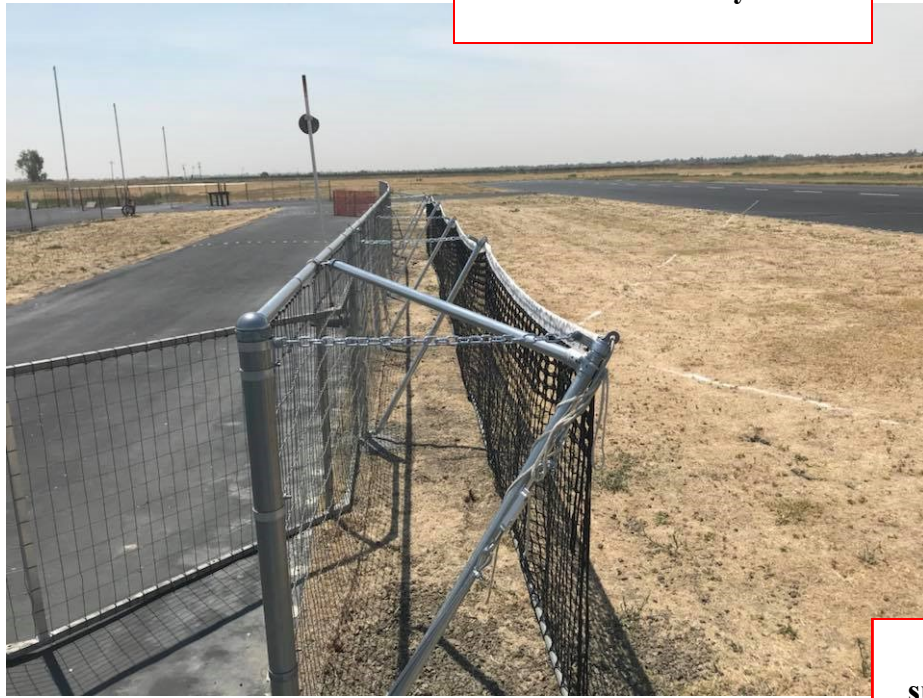
Thanks, **Forrest**

*Editor's note: Please see field pictures next page. Thanks to Linda Welch for posting these on FB*





**Pilot station safety fence**



**Field fire suppression cart**



**Start-up safety fence**







**In memory of Milton DeGroodt**  
**October 7, 1927 - May 18, 2018**

Former and very active member of WDA as an officer, contest director, and model engine collector. He was a good man and a good club member.

**Martinez, CA**

Milton passed away peacefully in his Martinez home surrounded by his loving daughters. Milton was born to Violet Siddall and Fawn DeGroodt.

He attended Sutter Union High until he enlisted in the United States Navy in 1945. Milton married Jackie Salisbury on January 26, 1951. In 1955 the family moved to Myrtle Creek Oregon. While in Oregon Milton was active as a Scout Master. He earned the Silver Beaver, the highest award given for a scout master, he was also a member of the Order of the Arrow. Milton was a volunteer firefighter, Red Cross Instructor and Lions member. In 1963 he was selected by the Myrtle Creek Chamber of Commerce to receive the Citizen of the Year award.

In 1972 the family moved to Martinez California. While in Martinez Milton was active in the Naval Reserve, Seniors in Retirement and the Concord United Methodist Church. Milton was known for his woodworking, his model engine collection, model airplanes, and model ship building. Milton retired from the Naval Reserve as a Senior Chief after serving 26 years, he also retired from CP National after 39 years.

Jackie, his beloved wife preceded him in death in 2013.

Milton is survived by his daughters Shelly Langston, (spouse EZ) Sharon Reposa, Janet Kemp, and Jill Villa, also by his 12 grandchildren and 10 great grandchildren.

A memorial service was held Friday, June 2 at 2:00 pm at the Concord United Methodist Church 1645 West St. Concord, CA 94521. Donations in his name can be made to the Concord United Methodist Church or Hospice of the East Bay.

**June 11, 2018 Board Meeting Minutes**

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

The meeting, held at the Woodland Public Library, was called to order by Forrest Barton at 1804 hours. 14 persons were present. No guests or new members.

**New Business:**

Keith Young will be doing a drone pilot introduction program. An application with AMA has been filed by Forrest with John E. to follow up on this.

Sheldon B. approached the Board about club website access. Since we had a change recently, several club members have been unable to access the WDA website. Apparently, because of the recent changes in net neutrality, Comcast customers are having access blocked by ATT. Kerry R. is to send out an e-mail to each club member that uses Comcast to get that members IP address and try to restore access through our ISP. Sheldon said that even if this works the general public will not be able to access our website.

**Old Business:**

Forrest reaffirmed with the Board that we will continue with the fence construction as designed and budgeted. The Board members affirmed this with no objecting Board members. There should be two work parties before the Wings of Victory event and the fence should be complete by then.

**Treasurer:**

John gave a report. We have the new lawnmower attachment and the irrigation supplies onsite. We are down on money since these items were purchased. Pylon race income has not come in yet.

**Other Business:**

A Craftsman mower has been donated to the club. Danny reported that Lowe's will be handling Craftsman products now. Art wants us to get a water pump for the slough. Doug B. said there is a yearly fee for pulling water from the slough.

**Events:**

A report on the pylon race was given. The pattern event is upcoming. Two pilot stations will be set up with diagonal lines across the runway. We have a stencil to permanently mark the runway edges in yellow about 24 inches long at these locations. The markings will be continued across the runway temporarily with tape each year.

Forrest says the Boy Scouts of America are having a three day event at Beale AFB in October and asked if the club was interested in providing a static and flying display. The consensus was that we were interested and that we have done events with them in the past. No other details are known.

Indoor flying: The arena we use has lost their lease. There will hopefully be events for June, July and August. This will most likely be the last at this location.

Mike O. stated that we are still going to host the Helicopter Scalemasters this year.

**More Other Business:**

Doug B. has the AMA Leader Club plaque. We need to determine where to place/mount it. He also has a second brass plaque to place/mount and a bag of hat/shirt pins to disseminate to members.

John asked about getting a small air conditioner unit for the snack shack. Mike O. says we already have one but it has never been mounted. John asked about it's present location.



Meeting adjourned at 1849 hours.

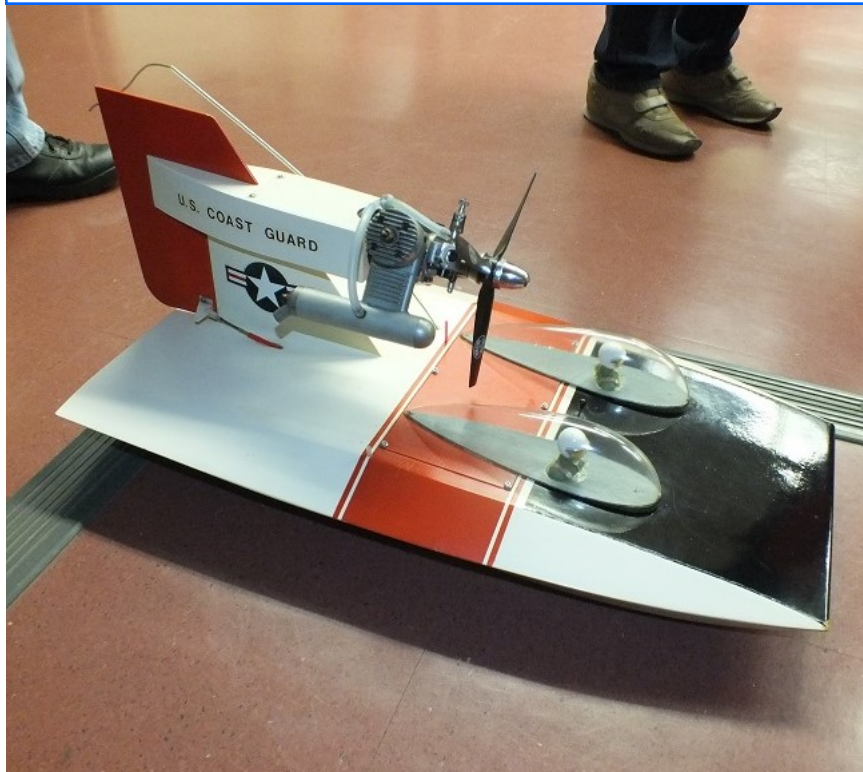
The meeting was over at approximately 2030 hours.





**Above, Bob Arlen's scratch-built electric twin, of his own design**

**Ed Morgan's Dumas "Windy" air boat (below)**





# Modelers (engine) Corner

by Richard Geertson

In honor of Milt DeGroodt, who was an avid engine collector, I am sharing my collection this month.

While I love flying things, it was in fact an abandoned Cox Babe Bee .049 that sparked my life-long passion for model aircraft, and it is the ENGINE that piques my fancy anytime a new project pops into my head.

Like most collections, mine is a work in progress. Will I ever have every engine I want? Silly question... Do I have any favorites? YES. You will find them on every shelf!

I have a serious affinity for engines with anodized parts, diesels, and tend to gravitate towards .60 sized glow, although you might not find that immediately apparent.

My engine choices don't reflect "resale value," as much as they reflect my own RC nostalgia... engines that I lusted over as a kid.

Some of these engines WILL be run and flown. Some already have been.

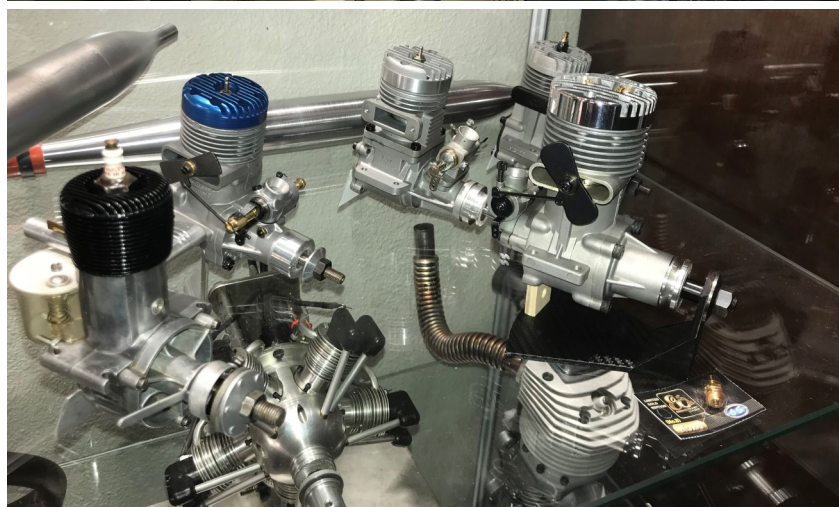
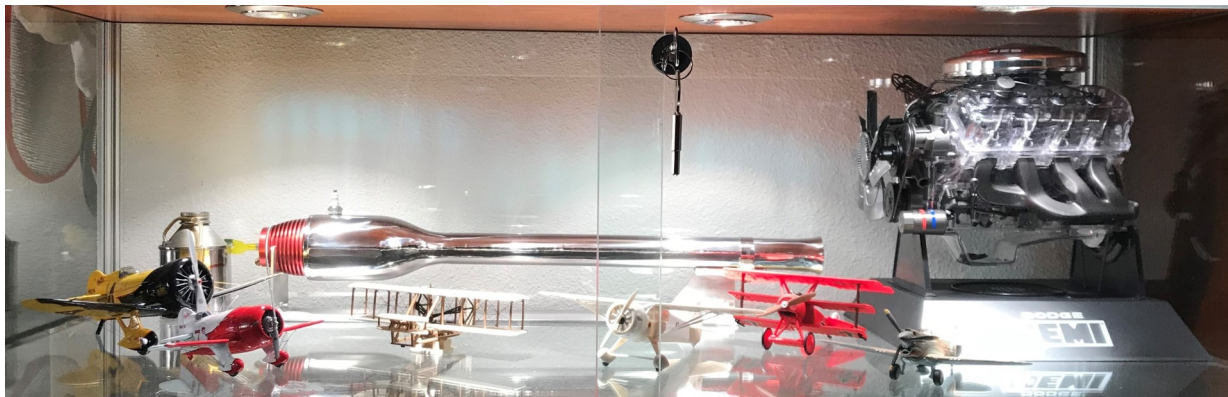
Let's take a closer look on the next page...





(right) 1967 'DynaJet' pulse jet engine; some of my favorite aircraft models, and just for grins, a Chrysler 426 Hemi.

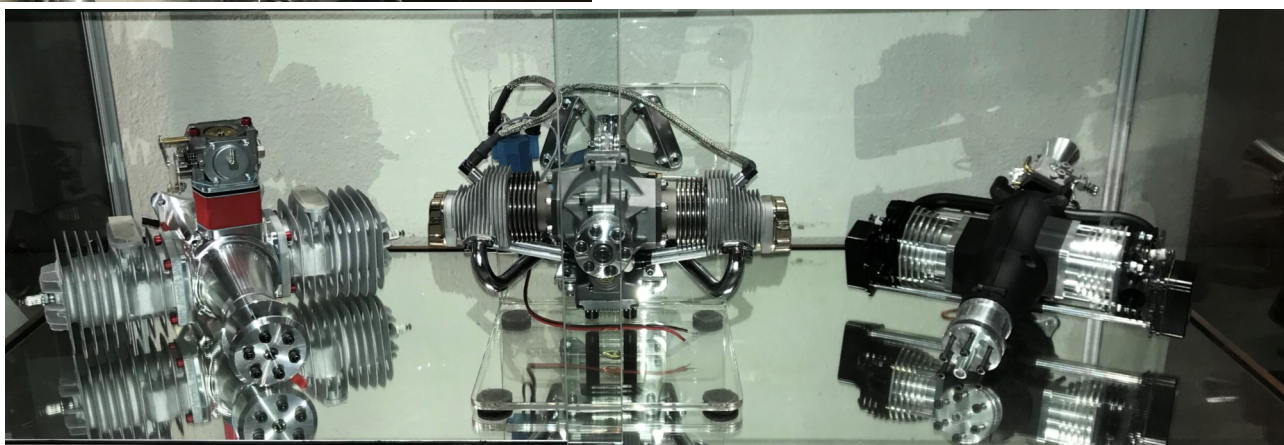
(below) Fox Hawk .60 and Lee Custom Veco .61 in foreground. Merco .61, HP 1.20 twin and Fitzpatrick .61 in the back.



(above top) Testors McCoy .19, .29, .35, and .40 'Series 21' engines. (above) the "holy grails" of radios when I was a kid: Ace Pulse Commander single channel and Kraft 5 channel Bicentennial, plus various .19 - .40 sized glow engines.

(above) O&R .60, O.S. Max H80, Super Tiger .60 Blue Head, Fox Eagle IV .60 and Kraft .61. Technopower 5 and Torqpro 70 visible underneath...

(right) DA150L, Kavan 50 MkIII and RotoMotor 85 twins





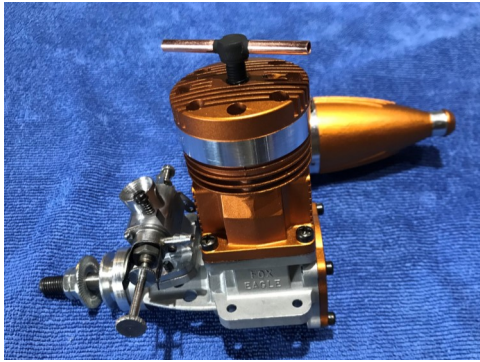


(above left) Cox engines and starting accessories from the 1970's. Center: black engine is a Fox .35 50th anniversary, then L to R: Merco .40, K&B .40, Torpedo .45 Greenhead. Fox .46ABC on far right with Fox Quiet pipe. O.S. .49 Wankel visible, right rear.

(below) Fox Eagle IV .74 with Davis Diesel Head. Customized by me...

Bottom: My P.A.W. diesels - L to R: .60, .35, .09, .061 and .049.

There are more, (but you get the idea)... to think this all started with a Cox .049...





# Hobbico files for Chapter 7 bankruptcy, beginning liquidation process

Sat, 06/30/2018 - 7:00am | [Ben Zigterman](#)



**Photo by: Robin Scholz/The News Gazette**

Cars are seen reflected in the windows at Hobbico on Wednesday, Jan. 10, 2018, in Champaign. The company announced Wednesday that it has filed for bankruptcy.

CHAMPAIGN — After selling most of its assets, Hobbico has filed for Chapter 7 bankruptcy, i.e. liquidation, starting the final chapter of what was once one of the largest hobby distributors in the world.

Its crosstown competitor Horizon Hobby bought much of the company's assets in April for \$18.8 million, after Hobbico filed for Chapter 11 bankruptcy in January.

While Chapter 11 gives companies a chance to reorganize their debt, Chapter 7 leads to liquidation of the debt.

Hobbico is asking a bankruptcy court judge for approval to convert the case from Chapter 11 to Chapter 7.

"Given that the Debtors (i) have sold all of their assets of any meaningful value, (ii) have no business operations, and (iii) do not have the resources necessary to propose and confirm a chapter 11 plan, the Debtors submit that conversion of these cases to cases under chapter 7 of the Bankruptcy Code is necessary and appropriate," the filing says. "Stated differently, there is no reasonable prospect that the Debtors can successfully rehabilitate."

When Horizon bought Hobbico, it said the Hobbico name might fade away, and indeed, it already has.

The website [hobbico.com](#) redirects to Horizon's website, where a note welcomes Hobbico customers.

"With this acquisition, Horizon Hobby looks to build upon Hobbico's great reputation for providing quality RC products to customers throughout the world," the note reads.



Hobbico was one of the largest employers in the county, with about 330 employees at its Champaign facility at 2904 Research Road when it filed for bankruptcy. The company, formed in 1985 when Clint Atkins combined Don Anderson's Great Planes Model Distributors and Bruce Holecek's Tower Hobbies, said it filed for Chapter 11 because it had added too much debt as it grew and ran into issues with suppliers.

Last year, employees noticed that the value of the company's employee stock-ownership program declined by more than 80 percent, and the U.S. Department of Labor opened an investigation into deferred ESOP payments.

In 2005, Hobbico's owners sold the company to the ESOP, which in turn distributed shares to employees to supplement their 401(k). It's unclear what happened to employees' ESOP savings after the sale to Horizon, but the value of Hobbico shares likely were worthless.

Along with filing to convert the bankruptcy to Chapter 7, Hobbico also recently received an order from the judge allowing it to reject about 75 different contracts, including a couple with GreatBanc Trust, which managed the ESOP for Hobbico. GreatBanc Trust did not respond to calls for comment.

After Horizon bought Hobbico, Horizon said that of the 280 Hobbico employees in the RC units it bought, 200 applied for employment at Horizon, and 165 were extended offers.





# Events for 2018



7-Jul	Golden Age
14-Jul	Sac Rats Warbirds
July 21-22	Wings of Victory
18-Aug	Warbirds Livermore
25-Aug	Waldo Pepper
Aug 25-26	Goyet Stunt Fest
3-Sep	Labor Day
8-Sep	Old School RC Jamboree
Sept 12-16	Reno Air Races
Sept 21-23	Jets AMOS
Sept 22-23	Meet n' Meat
Sept 27-29	Heli Scale Masters
Oct 5-7	WDA Float Fly
Oct 13-14	Warbird Race Championship
1-Jan	Chilly n' Chili



# Saturday July 7th!



CD: Richard Geertson (707) 693-9537  
[geertson@sbcglobal.net](mailto:geertson@sbcglobal.net)

## Golden Age Fly-in

**Aircraft MUST HAVE BEEN IN PRODUCTION  
PRIOR TO WWII**

- Pilot's Choice award for *Best Golden Age*
- \$10 Landing fee benefits the club
- Pre WWII Old Timers also welcome



## Woodland/Davis Aeromodelers



# Wings of Victory

WDA Airfield  
42875 County Road 29, Davis CA  
GPS N 38 35" 18.24 W 121 42" 18.72

**July 21st-22nd 2018**



★ **Awards for Best Jet and Best Prop** ★

**\$25.00 Registration Fee per pilot with multiple aircraft.  
Turbine Waiver required. Includes Lunch.**

See more details at [www.wdarc.org](http://www.wdarc.org)

No hook up RV/Camping • Restrooms • Snack Shack • Close to other amenities

**Warbirds of all types and eras welcome, gliders  
to jets so long as they are in warbird markings.**

Kids and Adults of all ages are welcome to come and watch this awesome event.

A \$5.00 per vehicle donation to support our club is requested at the gate.

For more information contact Jeff Lovitt 650 504-6063 [jlovitt@sbcglobal.net](mailto:jlovitt@sbcglobal.net)

To register make checks payable to WDA and mail to 918 Third Street, Woodland, CA 95695



**Do you remember removing T-pins and tape first thing in the morning, hoping the glue was set? Do you miss the smell of methanol and castor? Do you recall the simple joys of RC flight?**



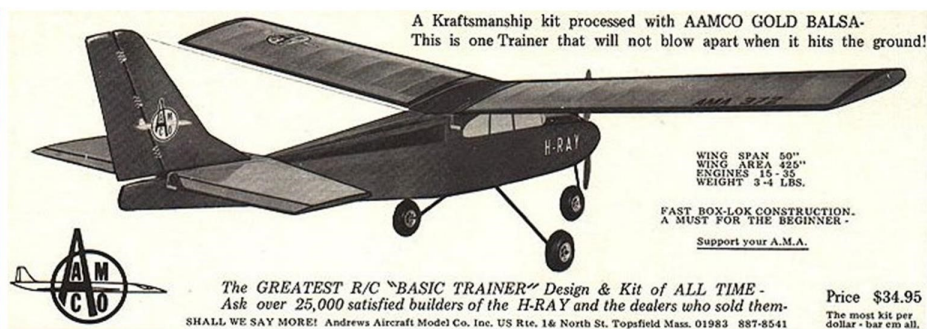
## **Come, relive the early years of RC at the 4th annual OLD SCHOOL RC JAMBOREE!**

This is a non-competitive event dedicated to BUILT-UP, GLOW-POWERED, RC AIRCRAFT; *the older, the better!* **NO ARF's, electrics or gas allowed.**

**ONE DAY ONLY, Woodland/Davis Aeromodelers, Saturday Sept. 8, 2018**

CD Richard Geertson [geertson@sbcglobal.net](mailto:geertson@sbcglobal.net) \$10 Landing Fee

**Award for: BEST Old School RC MODEL**





# WDA Officers and Board

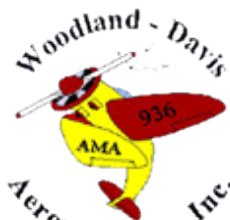
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**Vice Pres:** Doug Vice (916) 949-8323  
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**Treasurer:** John Eaton (530) 681-5316  
[johneaton@sbcglobal.net](mailto:johneaton@sbcglobal.net)

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**WDA website**  
[www.wdarc.org](http://www.wdarc.org)

**Woodland Davis Aeromodelers**  
 42875 County Rd. 29  
 Davis, CA



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## Field Maintenance

## Points

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## SNACK SHACK

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 ⇒ Carlos Reyes (650) 243-8894  
[carsi@hotmail.com](mailto:carsi@hotmail.com)

## Jet Turbine Instructors

⇒ OPEN

## Helicopter Instructor (Only):

⇒ OPEN



**Next Club Meeting: July 9th at 7pm**  
 Woodland Public Library "Leake" Rm., 250 1st St, Woodland, CA



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