



PREZ SEZ: Wow guys it has been a busy month both around the site and just in the area. Seems like I have been going non-stop for the last month with things just about every weekend.

May 19th and 20th at the site we had the Burgdorf Pylon race. That went off quite well for the most part. There were a couple minor hiccups on Saturday but for the most part everyone went home happy at the end of the weekend. I was personally quite happy with the new start-up and take-off mat area. That was such an improvement over the old version. Unfortunately for a few people they went home with less aircraft then they started but I think that is the nature of racing. This year the pylon poles were not forgiving. So much so that we will need to probably build or rebuild a couple before next year's race. We have been talking so much about safety the last year. It was amazing to see what a .40-size race plane could do to a steel pipe. I want to thank Robert for CD'ing and everyone in the club that helped out. We were fortunate that we had enough workers step up to pull off both days of racing.

Last weekend was Memorial Day weekend and a lot of us made the annual pilgrimage down to Atwater for the Castle Giant Scale event. Once again it was quite fun. I was down there Thursday through Sunday. It was relaxing to sit back, watch the planes, visit with everyone and just enjoy walking the flight line and seeing what everyone had worked on over the past year. There was some carnage down there as well but not nearly as much as in past years. The WDA/AMOS group did pretty well at the pilots raffle to. I think we had 7 pilots from our group called up to win something.

Around the field things have been very busy as well.

The plumbing project is pretty much winding down, which is good timing since we are starting to now get irrigation water irrigating the field. Also we had the field cut and bailed this month; so right now the field is in great shape. The new pull-behind mower I had discussed a couple months back, is now on site. This will be a huge help to the field crew as it will almost increase there production by 40%. We had the current pull-behind and a ride around mower doing most of the work. Now we will have 2 pull-behinds and the single ride around for doing the detail work. This will definitely help as the plumbing project we completed added additional turn that will need to be taken care of out on the

**NEXT WDA CLUB MEETING TO BE HELD at the
Woodland Library, Leake Room, Monday
June 11th @ 7pm
Board meeting
@ 6pm**

This month:

- | | |
|-------------------------|----------------|
| • Prez Sez | Forrest Barton |
| • Board Meeting Minutes | Mike Frint |
| • Club Meeting Minutes | Mike Frint |
| • Meeting pictures | Mike Frint |
| • The FENCE | Monty Welch |
| • Modeler's Corner | Rich Geertson |
| • Upcoming Events | Various |

grass runway.

We have a work party coming up on June 16th starting at 9am till about noon. The primary goals for the day will be to clean up and prep for the AMA Pattern contest the following weekend. This includes putting up the snack area shade covers. So please come out and bring a ladder to lend a hand. We will also probably look to get the old fence that was started, removed, and possibly get started on the new replacement for it.

So we have a couple events coming up; I already mentioned the work party and pattern contest. June 9th is the annual warbird event over at AMOS if you're looking for something to do that day, that is a good event to attend. I know I will be headed that way for the day.

I will be trying to setup an indoor event for this month. However it may get bumped a week to the 23rd. The 16th, which is it's normal evening, is my son Jacob's first birthday, and his party will be that Sunday. So that is not a good weekend for me to be out late flying. I will get that info out at the meeting, on the website and the indoor mailing group list as well to let you all know when it will be.

So get out and enjoy the great spring weather and great conditions at the field right now. The dog days of summer with their heat are coming soon. As always if you have any questions or concerns please let me know.

Thanks, Forrest

During labor the pain is so great that a woman...



Can almost imagine what a man feels when he crashes an airplane !!!

May 14, 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, Chris Dellinger, Mike O'Kane, Kerry Roberson, Danny Winters. **Absent:** Safety Officer: John Lett. The meeting, held at the Woodland Public Library, was called to order by Doug Vice at 1807 hours. 10 persons were present. No guests or new members.

Old Business:

Work party-per Doug V.-The last work party got two-thirds of the ditches filled. Using the tractor to disc the dirt then using Art's roto-tiller to further break up the big chunks of dirt worked well. The pylon pad was completed and is ready for the racing event. Doug Vice wanted to pass on a BIG THANKS to those who came to the work parties. Thanks to Art for providing his personal power equipment. **Mowers**-Discussion of purchasing another 66 inch pull-behind mower attachment continued. Kerry R. has been researching this and he is able to get ten percent discount at Lowe's. The mower does not come with a starting battery. A motion was then made by Chris D. to purchase a pull-behind mower deck from Lowe's for \$2800 plus purchase a 12 volt battery. The motion was seconded and adopted with a 8 ayes to 0 noes vote. This gives us three running tow vehicles with two mower attachments for now. **Events**-no indoor flying event for May as the month is just too busy.

New Business:

Field-Another work party is needed-Doug V. chose June 16th-to remove the old fence posts and place the new posts. The rest of the ditches need to be filled. The blue shade structure has suffered some wind damage. John E. reported that the water pump is at Wilson pump for repair. Forrest asked about the big shade structure. Doug V. reported that we need more of the elastic tie-downs. Mike O. suggested we get new ones every year as the sun really beats them up. Mike O. asked about the irrigation system. Art will adjust some heads and Doug B. said we still have some extra heads for the area north of the north start-up area. Mike O. and Doug B. are to work on a "water sharing" plan. Putting lines on the runway for the pattern contest was discussed. Jeff L. had made a template and last year we used red duct tape. We plan to paint them on.

Field rule changes-Last year the board had started working on some minor chnages to the field operational rules. These were not finalized. Mike F. thought the spotter rule regarding a .60 size engine was arbitrary. After discussion, a vote of 8 to 0 in favor of removing that part was made. Kerry R. then made a motion to accept the revisions of the flying site rules. The motion was seconded and adopted with a 8 ayes to 0 noes vote.

Drones-Mike O. brought up drones using the field. FAR 107 commercial operators versus Public Use was discussed. The USGS apparently has only two pilots so they

will join as regular members. Commercial operators using the field must provide their own insurance as AMA does not cover this. Even training flights are considered "furtherance of business." Does AMA cover the club? It is believed that this could be a case-by-case basis.

World War Two Renactors-The club has been approached by a group of renactors who would like to come to Wings Of Victory and put on a display. Forrest asked if the board had any problems with this. They will have fake weapons onsite. There was no opposition to their attendance at the event.

Meeting adjourned at 1856 hours.

May 14, 2018 General Meeting Minutes

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

Meeting called to order at 1904 hours by Forrest Barton at the Woodland Public Library. There were 16 members present. No guests or new members.

A motion was made by Kerry R. to approve last month's minutes. The motion was adopted without opposition.

Officer reports:

President: Forrest deferred until the "business" portion of the meeting.

Vice President: Doug Vice deferred until the "business" portion of the meeting.

Treasurer: John gave a treasurer's report. The field rent has been paid, golf cart repaired and some money spent on mower repair, weed killer and gasoline. Our money is down from last year as we had substantial donations last year for runway repairs. Chris D. asked if the land owner was happy with us. The answer was "yes." However, John added that "if you hit a cow in the adjacent field, you have to pay for it."

Secretary: Mike asked if anyone else had trouble getting on the club website. Only one other person has. We finally got it to work by putting in the full web address with "http" etc. Still don't know why.

Membership: John said we are at about 90 members. We just picked up two more.

Safety: John Lett was absent.

Chair reports:

Field: See the Board minutes for some details. The Board approved purchase of a new pull-behind mower attachment. A work party has been scheduled for June 16. Mowing and baling of the hay created should have begun the week after the meeting.

Newsletter: Rich was absent.

Points: Monty and Linda reported that the points are up to date.

Website: Kerry said the website is up to date.

Old Business:

Robert Holik reported that he has sufficient help to run the pylon races. He had 25 registered as of tonight's meeting, was hoping for 30. This should make some good money for the club.

Event reports: There was no indoor event scheduled for May. The Float Fly went well. Windy on Saturday. Had a large turnout of foam Spitfire models. This model seems to be tricky to fly off water as it tends to "water loop", kind of like a "ground loop." Chris D. thinks that the water rudders need to be turned off during takeoff and landing. It also seems to not like calm water either. There were five kinds of ribs for dinner on Saturday. Yum, yum. Next float fly is in October.

Upcoming Events:

World War Two renactors will be at Wings of Victory in July.

New Business: AMA has once again given WDA status as a Gold Leader Club. John E. mentioned that the library has some really neat tools in the room next to our meeting and that we should research this.

www.cityofwoodland.org/squareone

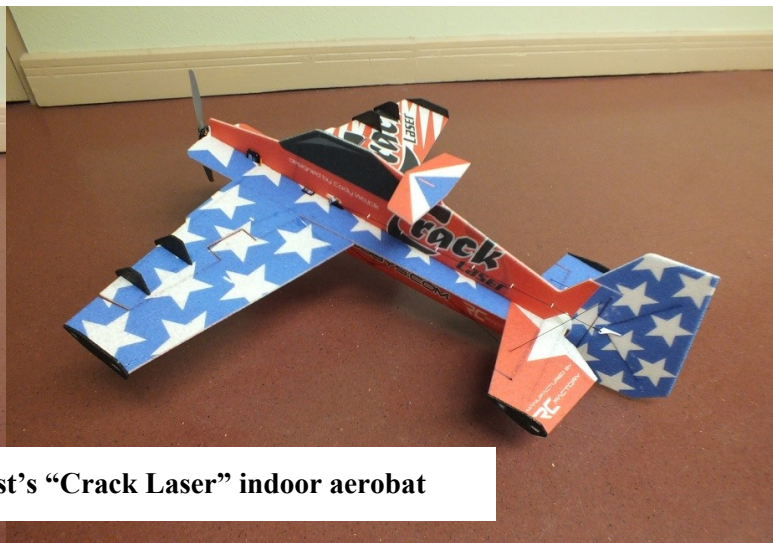
Toilet Seat Nominations: John E. nominated the "Spitfire Disaster" as he called it, during the Float Fly.

Show and Tell: Forrest brought in a Twisted Hobbys Crack Laser foam indoor aerobatic plane. Jeff L. and Kerry R. each have one too. Forrest assembled this one with FoamTak and CA. He said it is more rigid than his Klik model. He used all the gear that they sell for it along with an APC propeller. <https://twistedhobbys.com/airplanes/3d-acrobatic-sport/>

Monty and Linda brought in the Albatross, now finished. The plane is in Coast Guard "Sacramento" colors like the one at the museum at McClellan. Monty has talked to a gentleman that helped recover the full-scale airplane from the boneyard and brought it back for display at the museum. The model is covered in Solartex with some fiberglass on the bottom. It even features scale functioning lights. Monty says the plane flies well, is really good for touch and goes on the water and flies "truck like." And then: Forrest asked if anyone knows a source for Solartex. Jeff L. said that BalsaUSA was trying to get some. Ed Morgan added that if you have some really old Monokote it may not work anymore.

PICTURES of Show N Tell aircraft on next page.
THANKS to Mike Frint for the photos!

The meeting was over at approximately 2000 hours.



Forrest's "Crack Laser" indoor aerobate



Monty and Linda Welch's 'Albatross' sea plane



Grounds crew unloads and assembles the club's new pull behind mower



"The Fence"... a solution looking for a problem ~ Monty Welch

I am writing this to the club membership in order to inform you all of the background into the fence discussions that have been taking place at WDA meetings over the last year.

The club meeting in Nov 2017 concerning this fence issue was somewhat heated between the pros and cons. To prevent this heated environment from happening again, I felt that if I spoke for the other pilots who were in opposition to the fence. This will prevent confusion and angst during the discussion of the fence.

I spoke to the following pilots about representing them concerning this fence issue; they gave me their permission to speak on their behalf: John Casey, Ben Ponzo, John Hoppe, Sheldon Berkowitz, Michael Radu, Wayne Dickey, Steve Bruce, Ken Rumsey, Alex Garza, Randy Warkenton, Robert Kozlowski, Gonzalo Martinez, John Costas, Daryl Rolla and Lynsel Miller. I was told that Will Dickey (Wayne Dickey's son) and Jack Diaz were not in favor of the fence. To the best of my memory I will lay out the events that have brought me and the club to this point.

When we moved to the new field, there was a lot of thought and planning that went into the layout of the new field. At the time, pilot safety boxes were added and fencing at the start-up areas were installed. I really don't have a problem with the pilot safety boxes, although we never needed them at the old field. Did we ever have any injuries while standing on the concrete pilot-station pads when flying at the old field? If we did have injuries because of lack of pilot boxes, why wasn't this safety issue taken care of at the old field?

At the new field, start-up fencing was installed on the North side of the North start-up area and on the South side of the South start-up area. The purpose of these 2 fences was (ostensibly) to protect pilots in the start-up areas from errant landing planes. The thought was that since pilots were concentrating on getting their plane ready to fly, they might not notice or hear a plane being off course on landing. Therefore there was a possibility of being injured by an off- course landing plane.

As far as I know there never was an incident of a landing plane hitting the landing side of the North or South start-up areas. In practice these fences proved to be "plane magnets" to aircraft taking off because they were impinging on the upwind side of the start-up areas. This resulted in destruction and damage to several planes. I have witnessed several planes pulling hard to the right to avoid the southern start up area fence post on take-off over the years. Ben Ponzos' F8F had a broken right main gear on landing which caused it to veer into the North start-up area fence post, resulting in a broken right wing. Daryl Rolla's Tempest was destroyed by impacting the South start-up area fence post on take-off. Robert Kozlowski nearly destroyed his P-40 by trying to avoid this same fence post on take-off. My F2B Bristol suffered a broken right wing due to impacting a concrete blast deflector on take-off, which was in the start-up area on the North side.

However, our main concern should be the pilots that are in the start-up areas who are on the wrong side of the fence. In other words, the fence is meant to protect them from landing planes, but is in reality putting them in danger of planes deviating on taking-off.

When Ben's F8F hit the North side start-up fence on landing, I and others felt the fence extended too far out to the west, so we removed about 10' of fence, and moved the start-up area back 10 ft. We felt it was necessary and it did not impact pilot safety. There were no re-percussions for removing this section of the fence.

The last incident with the P-40 illustrated very well the fact that the start-up area was too close to the runway and a very frustrated Robert Kozlowski pulled up the safety fences following the destruction of his aircraft. This action on Robert's part resulted in serious discussions among the WDA board to discuss what to actually do about the fences in the "Start-up areas" and how to solve this problem.

To date, these ongoing discussions about fence placement have created a rift in membership, with many members having no clue as to the fence debates or what caused the debates in the first place.

I re-iterate, the real problem other than broken or destroyed planes is danger to pilots in the start-up areas because they are on the wrong side of the start-up fence.

I think it was the first meeting of the year out at the field (July 2017?), I felt I offered a good solution to this problem where I pointed out to Jeff Lovitt and John Lett that by simply moving the start-up area back another 10 ft. or so, pilots would be out of danger from planes taking off, without un-necessary risk to aircraft. Both Jeff and John were agreeable to this solution. I assumed it would have been brought up at the next board meeting or member meeting to be discussed and voted on, which would have put an end to the fence issue.

However, at the Sept meeting there was a motion and a vote to add hog wire fence from taxi-way to taxi-way, remove the pilot enclosures, and install fencing at the start-up area. So I have to ask why was nothing discussed about my suggestion to Jeff Lovitt and John Lett about moving the start-up areas back 10 ft? WHY?? What is the purpose of Hogwire fence from taxi-way to taxi-way?

I do not understand why the present pilot enclosures were not sufficient to protect pilots flying.

This hogwire idea was brought forward by one of the board members, discussed and voted on by the board to be brought forward to the regular club meeting where a vote was made and approved to install hogwire fence. My suggestion to move the start-up areas with neither discussed nor voted on.

This vote and the votes later on in future discussions re: this fence issue were not in keeping with what used to be club policy on how issues were discussed during club meetings, keeping members informed of important issues. If club protocol had been followed about this fence issue, there would have been a discussion at one meeting then notification to the membership regarding the fence issue via newsletter and/or email. And then the next meeting would have more discussion and a vote to follow.

This would give the club a consensus of the interest and opinions of the membership on this issue. We used this protocol when we raised club dues and the design of the new field.

Without informing the majority of the club and inviting them to vote on the issue, a minority of the club membership has been determining the outcome for the majority of the club membership on recent issues.

Other than housekeeping items, voting at meetings should be written and not by hand vote, especially when it comes to issues that have become emotionally charged. Forcing a show of hands may be intimidating to some and, in my opinion, may not reflect accurately on member positions.

In order to have a better consensus of opinion the club should inform the membership that they can contact any club officer to discuss agenda items.

Just because some members are not able to get to the meetings does not mean they should be denied a voice in club decisions. In the club by-laws, it is already permitted to contact club officers by mail. In today's world, we use email, not snail mail, so email should be allowed as a method of communication between membership and club officers.

Membership should be able to vote by email to one of the club officers, preferably to the club secretary. By enabling this process, the club would achieve greater participation and consensus when deciding important club issues.

In addition to the hog wire fencing from taxi-way to taxi-way at the pilot stations, the plan is to also install a tennis net fence 2 ft. in front of the hogwire fence. Also tennis net fencing on the South side of the North start-up area and North side of the South side start-up area.

As I understand this tennis net fence will be at a diagonal to the North and South start-up area fences.

The start-up area has been approved to be moved from its original position back 10ft to the East, in order to protect pilots in the start-up areas from errant planes on Take-off. They are far enough removed from the runway that the chances of being impacted by an off-course plane are slim to none.

If a pilot on landing is off course enough from the runway heading to endanger those in the new start-up area he should be re-evaluated for pilot proficiency. Since the club has approved moving the start-up area back there is absolutely no logical reason to install tennis net fencing in the start-up areas.

I have flown at Top Gun, Florida Jets, Joe Nall, Castle and Warbirds Over the Rockies. None of these locations have anywhere near the fencing for pilot safety that some in this club want to install. (Editors note: RC fields in most of Europe have very minimal fencing ~ far less than what we are proposing ~ and nothing close to the runway)

I appreciate that those who want these fences have as their goal, protecting our well-being.

If the aforementioned RC pilots (for whom I am speaking) felt their physical well-being was at risk due to lack of proper protection, we would be the first to bring this safety issue to the club's attention for discussion and solution.

In my considered opinion, the start-up area being moved back solves pilot safety issues in the start-up areas. And the present pilot station enclosures are more than adequate for pilot safety.

Having flown at the Castle event for years I have observed they use PVC pipe and plastic netting for pilot enclosure protection. These are not even fastened to the ground; they just sit on the concrete. Since Castle continues to use these type of enclosures, with the thousands of flights made over the years, it appears they must be providing adequate safety.

If anyone feels there are any discrepancies in this letter, please feel free to contact me by email or at a club meeting. I apologize in advance for any mistakes on my part and will try to correct as necessary in emails or at the meeting.

To summarize the above letter, it is my view there was not a proper procedure carried out for all voting on the recent fence issue. Protocol in the past was to have a discussion at one meeting and a vote at the next meeting on the relevant issue. This protocol was used to determine the design of the new field and membership dues thereby informing the club members of ideas being put forth by the board. A mass email to all club members at the beginning of this fence issue, (which has been going on for nearly 6 months) would have been the correct protocol and would have resulted in a more informed club membership. Only board and club members that attended the meeting(s) determined the outcome of the fence issue.

I suggest strongly that at the June meeting we discuss this fence issue and at the July meeting we can close discussion and vote on it. I further suggest that this July meeting be held at the field, on Sunday July 8 or Saturday or Sunday July 14 or 15. By holding the meeting at the club field, members will get first-hand understanding of the proposed fencing.

In the interest of full-disclosure, the 'pro fence faction' should write an email to all club members explaining why the extra fencing is necessary.

With the upcoming "Wings of Victory" event we do not need any more airplane magnets.

I write the above because I am just a concerned club member who believes in proper procedure to guide the club .

Monty Welch
Club member

My trusty old Custom Woodcraft flight box is looking pretty shabby. We've been together for probably 30 years, but I wasn't sure I was all that fired-up about refinishing the thing (and still haven't decided, which is why it will remain tucked away in a corner until I do)

I decided it was time for something new and shopped for a field box that would accommodate the many tools and gadgets I consider essential at the field. I wanted something I could build and finish.

SIG offers several laser-cut field box kits.

I opted for their largest box—THE FIELD BOSS—and ordered it directly from SIG.

Modelers Corner

THE FIELD BOSS

FLIGHT BOX



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Flight Box

Presents

A completely finished unit, made from select maple hardwoods and birch plywood. Interlocking construction. Medium pecan and Pactra Formula "U". Features four folding legs, locking and adjustable fuselage holders with wing holders on the back. Both are lined with neoprene coated sponge rubber. Slide out power module with built-in tool rack and carrying handle --- holds battery and starter. The "Flight Box" will fold down to a nice suitcase package, 21½" x 9½" x 16" overall, and will hold a one gallon fuel can and transmitter, plus has two drawers for parts. Optional Sonic-Tronics power panel installed \$48.95

\$139.95
shipping not included
Calif. residents
7¼% sales tax

**Made in America
By Americans**

The kit was complete and the instructions provided were clear and extensive. All parts fit very well, requiring a minimum of sanding.

I assembled most parts using thick CA, opting for 30 minute epoxy for some assembly. All joined surfaces were given a file of finishing resin mixed with cut glass for strength. A few of the joints were doweled.

Other than the sanding, priming and painting portion, perhaps the most tedious part of the build was getting the drawers to slide freely.

I enlisted my wife for guidance on drawer dividers as she has an innate talent for fitting 20 cubic feet of stuff into

a carry-on bag. Dividers were cut from materials provided and trial fit, along with proposed tool placements, prior to permanently gluing them in. The insides of the drawers were given a coat of finishing resin.

I came up with the paint scheme owing to my Gee Bee obsession. Ben Ponzo asked **'if the field box would fly?'** I responded, *"certainly no worse than a Gee Bee racer."*

Primer is F&M Enterprises 'Feathercoat' and the paints are the same as those applied to my Decathlon, F&M 'Polytone.' Callie Graphics supplied the Gee Bee markings and I added the brass handle caps and aluminum data plates. The black striping tape is Goldberg Colorstripe.

I haven't quite yet figured out how I will create the fueling system to accommodate both gas and glow, but the plan is to use all the same size one gallon containers with quick disconnects so they are easily interchangeable.

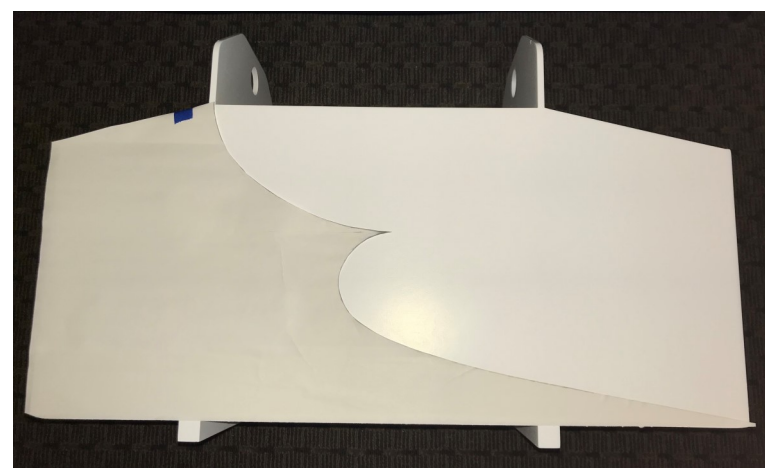


I sketched my finish scheme idea (above)
Field Boss under construction at right.

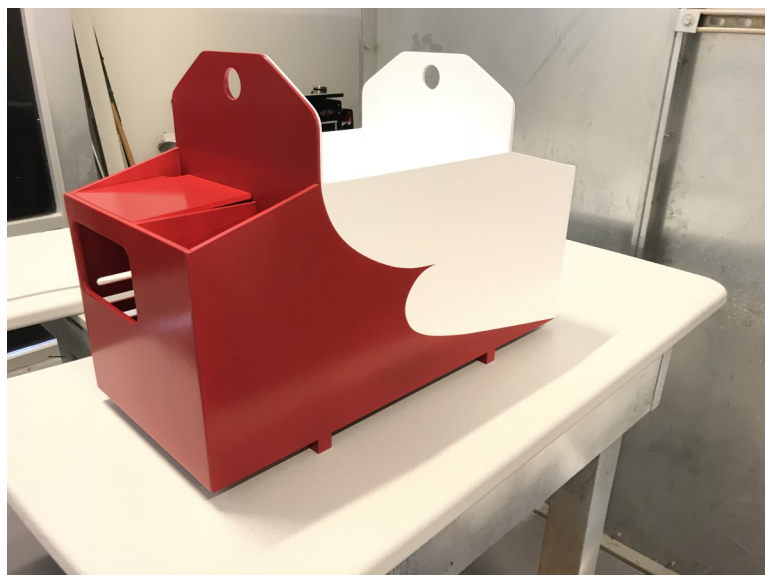




I found these dice on Amazon. Drilled and tapped to use as drawer knobs.



After construction was complete, I used Bondo and auto glazing spot putty to fill low spots. After sanding, 2 coats of F&M Feathercoat primer were applied, sanding between. After finish/wet sanding, F&M Polytone White was applied and once set, I masked off the areas that would be painted with the Red scallop scheme. Once set up, Goldberg black striping tape was applied between the colors; Callie Graphics added, and some personal touches: like antiqued end caps, pilot “head rest” and Gee Bee Data Plates - next page.



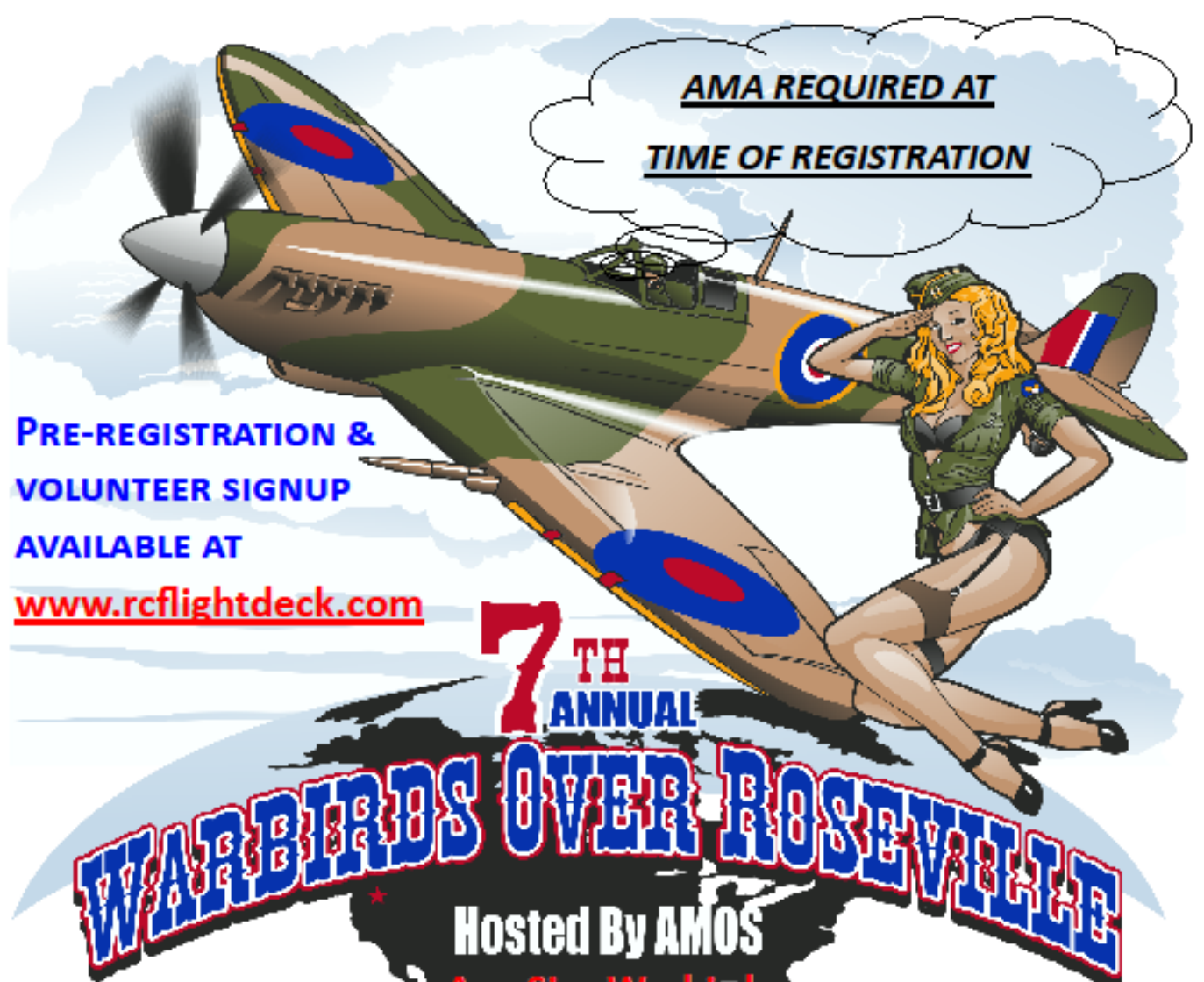


By Richard Geertson



Events for 2018

9-Jun	Warbirds AMOS
June 23-24	AMA Pattern Contest
June 23-24	Chumley Stunt Clinic
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



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June 9, 2018

Pilot Fees:	Pre-Registration (includes lunch ticket)	\$20
	At Event (NO lunch ticket)	\$22
Lunch:	Pulled Pork Sandwich w/chips and drink	\$8
	Hamburger or Cheeseburger w/chips and drink	\$6
RV Access:	OK (NO hookups—by appt. only)	
Contact:	Mike Haston 916.801.1362 or mhaston64@gmail.com	

Gates Open 7:00 am

Registration 8:00 am

Pilots Meeting 8:30 am

Flying 9:00 am

Saturday July 7th!



CD: Richard Geertson (707) 693-9537
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

WDA Officers and Board

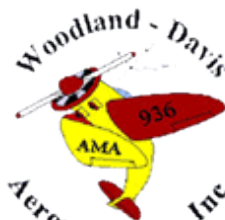
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Flight instructors:

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 ⇒ Carlos Reyes (650) 243-8894
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Jet Turbine Instructors

⇒ OPEN

Helicopter Instructor (Only):

⇒ OPEN



Next Club Meeting: June 11th 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