

August/September 2013 Edition

Wine Country Flyers



Next meeting: 15 October 2013, 7:30 P.M.
Round Table Pizza, 2424 Magowan Drive
Show up at 7:00 P.M. for the free Pizza!!

www.wcflyers.com

Promoting Model Aviation in Sonoma County

2013 Club Officers:

President :	Paul Kohlmann	(707) 837-9437	Paul.Kohlmann@jdsu.com
Vice President:	Dave Mercer	(707) 304-3967	mcdave@sonic.net
Secretary:	Phil Leech	(707) 538-8557	leechstudios@sonic.net
Treasurer:	Patrick O'Halloran	(707) 321-0400	admin@wcflyers.com
Safety Officer:	Wylie Walters	(707) 235-6383	raidery73@yahoo.com

2013 Board Members:

Merle McGregor	(707) 585-1061	merle_mcgregor@yahoo.com
Tony McDonald	(707) 479-2152	mcdrcing1@yahoo.com
Jeff Penner	(707) 292-4234	SonicJeff@yahoo.com
Jacob McDonald	(707)-327-6627	Jmcdracer@yahoo.com
Steve Cole	(707) 481-7989	p38extreme@aol.com

Newsletter Team: Dave Mercer, Phil Leech
Website: Patrick O'Halloran

Cover Photo

Below is the photo of Merle displaying a small sample of his RC aircraft collection, while relaxing in front of his home. I get a big kick out of this photo. There he is, big grin on his face, with his entire front lawn covered with a huge spectrum of airplanes.

I tried to find this two months ago but failed. Finally I succeeded. I haven't taken the time to make a full count of how many airplanes are out there, but I suspect that quite a few were still left in the hangar. After all, it doesn't look like 75 airplanes out there on the lawn, yet that's what he's rumored to possess.

Check it out closely and try to identify all the different aircraft on display.



Presidents Report

By: Paul Kohlmann

2013 PCAM Airshow

Well, we have closed the book on another Wings Over Wine Country Airshow! Unfortunately, due to the federal sequester there were no military demos this year. By my eye, it appeared that airshow attendance was cut by half and there was a lot more dead time between performances than in years past.

That had to hurt PCAM and vendors, but in a way it was good for us. We were given quite a bit more time for our RC demonstrations. This worked great on Saturday, where we filled 40 minutes with 18 pilots and 24 aircraft. Quite a few of the pilots were new to the airshow including Jake Chichillitti, Jake Boatman, Morgan Maiani, Steve Koll, and Doug Moore. We also had a great team of kids flying for the first time composed of Max Willig, Drew Kohlmann, and Dylan Baltazar. This team also included Ben Mackles, who was flying in his fourth airshow!

Other notables were Jim Swanson, who entrusted his giant EDF powered JetCat to Adam Clement, and Brian Young for manning both the banner plane (which he had working perfectly) and his giant P47. Merle had his B25 flying beautifully as was Jake Chichillitti's scratchbuilt nitro Ford Trimotor. Ian Rickard and Jeff Penner put on an excellent dual heli display and the grand finale was Adam with his giant Sukhoi trailing gobs of smoke. Special thanks go to airboss Phil Leech and Roy Berg for announcing. All aircraft flew well and were recovered safely.

Sadly, Sunday was disappointing. The WOW organizers made an error when they filed their schedule with the FAA. The start time that they requested was after the time slot that was given to us. As a result, the air space did not belong to the airshow at the time that we were supposed to do our demo. Unfortunately, this problem was not recognized until after our team had assembled on the flight line in front of the crowd. After negotiations between the

airshow and the FAA failed, our team did the walk of shame back to the booth.

The WOW organizers did the best that they could and soon created a small window for us. In response, we pulled together a small demo team composed of the banner, the kids' team, some of the warbirds, and Adam's 3D demo. Again, the routine was executed very well, but it was unfortunate that only about half of our pilots got to participate.

Action at the WCF booth was very good this year. We were given nice spot between Julie Clark and Johnny Garlic, so we got plenty of foot traffic. We had a "backyard" behind us to arrange our planes and plenty of room for viewing the show.

Jeff Penner did a great job of managing the booth and it looked great. Lots of people dropped by to talk about our club and RC. We also supported the first annual AMA National Model Aviation Day, which landed on the first day of the show. In order to draw public support for our organization, the AMA encouraged all clubs to collect donations for Wounded Warriors Project as part of their NMAD celebration. We used our paid raffle for this cause, but sales started out a little slower than we had hoped. Steve Koll came to the rescue by proposing that we sell cold water at the booth, too. That tipped the scales for us, and by the end of the weekend we had pulled in a total of \$663.

New Field Rule

You should have received an email announcing the new field policy that has been requested by the Trentadue Winery events staff. We have been asked to cease all flying during weddings and other events held at Trentadue.

Previously, electric flying was permitted during winery events, and No Fly days were very rare. As discussed at the August Members Meeting, Trentadue's events business has become very successful and we have been seeing signs that the Electrics Only policy

would change to No Fly. Just a few days later, this request was officially made. The Board will work with Trentadue to make this work as well as possible for the club, but please respect this policy. Violation of Trentadue's request is the quickest way to shut down our field that I know of. Please check www.wcflyers.com prior to heading out to the field.

Vice Presidents Report ***Editors Update***

By: Dave Mercer

Greetings everyone,

Once again I don't have much, if anything, to report as far as flying goes. My work obligations have been relentless, offering me virtually no time to enjoy these summer days and evenings by getting some flights in. I was really looking forward to the August pylon race, yet it was postponed a week due to the PCAM airshow preparations and performance and was subsequently cancelled due to a conflict with a Trentadue event. That was disappointing.

My schedule didn't allow me to participate in the Wings Over Wine Country airshow, but from what I've been able to gather all of you who did participate did a great job representing our club, and model aviation in general. Another first class, professional performance was orchestrated by everyone involved. Year after year we've been able to showcase our club, the skills of the pilots who are members, and give the general public a sense of what RC aircraft are all about, along with providing a crowd pleasing show. I tip my hat to all of you. Aside from the early morning incident that arose on Sunday—a clerical/paperwork mistake on PCAM's part with the FAA—which had nothing to do with us, everything went off without a hitch. All of us, as members of Wine Country Flyers,

should be proud of what was accomplished, whether we participated or not.

About the only noteworthy thing that has happened in my own life in the past few weeks is that my old faithful 1985 Ford truck caught on fire—the engine, not the whole truck--- right in front of my house, while it was parked on the street. I won't go into all the details, but I feel it's worth mentioning. It all started with my truck suddenly becoming hard to start in the mornings, along with a strange smell of raw fuel after I had parked the truck and walked away. Hmm, I should check this out and see what's going on, I thought. So on a Sunday I pop the hood and quickly discover that I got a diaphragm leaking on my carburetor. I order the parts, and the following week I carefully remove the front float bowl of my carburetor, install the diaphragm and figure I'm good to go. What I did not realize at the time—and did not discover until the next evening---was that I inadvertently tore an o-ring on a fuel tube leading to the REAR float bowl while dealing with the front float bowl on my Holley 4-barrel. I unknowingly created an even worse fuel leak. So I jump in the cab, thinking I got her fixed, fire her up and within a minute, maybe two, it goes POOF, and erupts in a ball of bright orange flames. YIKES, I jump out of the cab, run around to the passenger side, grab my fire extinguisher—which thankfully I had, though never needed until now—and put the fire out. Now I got fire extinguisher powder all over the top of my motor. I can't leave that on there, so I drag the garden hose out to the street and rinse everything off. I survey the damage. Since it burned so briefly, the damage is minimal, if not non-existent. Everything is now soaking wet. Water is even pooled up in the valley where my intake manifold meets the cylinder heads. What small amount of gas that had dribbled out of my float bowl – which I thought was the source of my fireball – is long gone. Keep in mind that I was, at this time, unaware of the torn o-ring. So I jump in the cab and start her up again. She starts right up, everything seems fine, but before I can jump out of the seat and take a peek at the situation – within

about 30 seconds – POOF, it erupts into flames AGAIN !!! Bright orange flames are coiling around my air cleaner, standing a foot and a half, maybe two feet in the air, doing their best to burn all the paint off the underside of my hood.

To make my evening still better, my wife drives home at this precise moment and gets a chance to witness me out in the street with my truck on fire, garden hose in hand, desperately trying to put out this latest fireball. My puny fire extinguisher was basically depleted at the first go-around, so all I have is the garden hose. She gets out of her car and offers a helpful “David, it's burning underneath.” I look down and sure enough my truck's on fire and now the street's on fire also. A garden hose is not the best way to put out a fuel fire, if you didn't already know. I quickly get the whole inferno extinguished– though at the time it seemed like it took forever—and decided that I've had enough excitement for one night.

What does this have to do with flying RC aircraft? Not a thing. Why am I mentioning this? Partly for the entertainment value, but mainly it provides a nice segue into discussing safe practices, hazards we might face, and complacency, from doing things for so long without any issues.

What could I have done differently to avert this fiasco? First, I tried to fix my old truck quickly and cheaply. Instead of replacing the one diaphragm I should have bought a complete carb kit and changed ALL the diaphragms and o-rings. Secondly, I tried to do all this while I was by myself. Another person, a second pair of eyes, would have made all the difference. In fact it wasn't till the following evening—when I brought home another fire extinguisher from work, dragged out the garden hose again, and recruited my wife to watch for fuel leaking (preparing myself for fireball number 3) that I was able to determine what was really going on. I tried to do things quickly and cheaply and ended up with a near disaster the night before.

All of us routinely deal with flammable and hazardous materials with our RC aircrafts. Nitro fuel, gasoline, Li-Po batteries and so on. 99 percent of the time no dreadful issues arise and we stop even thinking about the “what if” possibilities. Nothing has ever happened in the near or distant past, so we get complacent. What could possibly go wrong? That kind of stuff happens to OTHER people, right? Well....that’s when, after you’ve dropped your guard and gotten lax, something dreadful finally DOES occur. It all can happen real quick.

What would we do if a li-po battery caught fire on our charging table? Do we have a fire extinguisher nearby? I’ve never seen one. There’s not even a simple bucket of sand available to dump over the burning battery and smother it. Most likely, if a battery caught fire we would make frantic efforts to put it out, and if that wasn’t successful quickly we’d be forced to stand back and watch the whole thing burn to the ground. That’s a situation we may want to correct and keep from happening.

I was fortunate that I had a fire extinguisher to grab, right there in my truck. Things were getting out of hand quickly. Another 30 seconds to a minute of dashing around trying to FIND a fire extinguisher....and it would have been too late. My entire truck would have burnt to the ground, and there I’d be, with the fire department involved, featured in an article and photo gallery in the local newspaper with the caption: Santa Rosa Imbecile Destroys Vehicle While Investigating Fuel Leak. Now there’s a legacy to leave. My neighbors could have filmed it all and uploaded a nice You Tube video. Or the photo gallery in the newspaper could have featured my soot-blackened, stunned expression, with the smoldering wreckage of my truck in the background. But none of that happened. I managed to put the fire out—both times—and narrowly averted a worse disaster.

My old ’85 Ford truck is still resting comfortably in front of my house. If you drove past it you would never know what had

transpired weeks ago. The carburetor has been pulled off, awaiting a complete rebuild, and a few other minor issues need to be addressed as a result of my recent dilemma. But we’ve had a sort of falling out, so to speak, between us. Maybe 28 years is too long to own any one vehicle. I drove it off the lot, brand new, back in June of 1985 and have had it ever since. We’ve been through a lot together. Only one or two items have not been replaced over the years (some several times) so not much is still original. Yet I’ve never had it burst into flames on me—until now. This last episode was just the latest in a string of mechanical problems I’ve had to deal with. A host of other items I know are worn out or close to needing replacing again. Maybe it’s time to finally retire the old relic.

Anyway.....I got inspired to do some shopping around, and ended up acquiring a really nice 2005 Chevy Silverado pickup that suited my needs perfectly. But this meant spending the time to get my new truck—new to me, anyway—set up as my new work truck. This has taken more time and effort than I anticipated. My old rack that fit my Ford for twenty-plus years won’t just drop right in to a newer Chevy. So I had to cut it apart, modify it, and weld it back together. Then I had to transfer my generator from the Ford to the Chevy, which meant building another frame in the bed to secure it and keep it from being stolen. All of these tasks, and many others, consumed every spare moment that I had, and then some.

As a result my newsletter obligations have suffered. I apologize for that. In order to catch up I am compiling a special August/September issue. Now I’ll be back on track and ready to move forward. I appreciate your patience and understanding.

Dave

August Pylon Report

By: Dave Mercer
30 August 2013

The August pylon race was pushed back a week due to the PCAM show. However it was subsequently cancelled due to an event at the winery. A double header has been proposed for October.

General Meeting Minutes

July Meeting

By: Phil Leech
16 July 2013

The meeting was held at Round Table Pizza in Montgomery Village. Pizza was served at 7PM with the meeting brought to order by Paul Kohlmann at 7:30 pm. 22 members were present.

INTRODUCTION

- There were no "New Members and Guests" at the meeting.

BUSINESS

- The Secretary reported that the membership is at 76 members.
- The Treasurer reported that the checking account is at \$5246.87 and the CD is at \$7307.38.

FIELD MAINTENANCE

-Wylie has scheduled two PCAM practice sessions in August. The first is Sunday Aug. 4 and is followed on the next Sunday by the second practice Aug. 11.

EVENTS

- The July 4th Float Fly was attended by 23 pilots and although it was breezy it was a big success. Donations for the day were \$45.

Previous donations were \$286 and that was presented to the Salvation Army.

- Planning for the upcoming PCAM event is progressing with Paul lining up the flight schedule. Wylie will conduct the flight sessions with Phil handling flight line coordination. Roy Berg is participating with the announcing duties along with Paul Kohlmann. Jeff Penner will be in charge of the booth, raffles and public relations.

- Larry Gustafson is hosting a BBQ after the Saturday PCAM session and will provide the BBQ ribs with the membership adding pot luck dishes.

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SHOW AND TELL

- Jake Chichilitti brought a Tiger Moth rudder that he had covered with "Polyspan" and finished with dope. Jake also brought a Supermarine Schneider Cup Float Plane built from a Dumas kit.

AUCTION

- A Tower Hobbies "Voyager" ARF was presented with an opening bid request of \$50 that dropped to \$40 then to \$30 with no bids. At this point Paul Eason suggested that he put the kit on E-Bay as he was sure it would bring more cash. So the kit was turned over to Paul as he has had success in the past.

- Next item was a parts drawer filled with all sorts of RC hardware. Bidding was between Paul Kohlmann and Larry Gustafson with Larry winning the bid at \$30.

THE RAFFLE

- The main prize for the raffle was a \$70 gift certificate at Jake's Hobbies and that was won by Julio. Merle got some props and Steve Koll walked with the Monokote.

Meeting was adjourned at 8:45

Report prepared and submitted by Secretary Phil Leech.

General Meeting Minutes

August Meeting

By: Dave Mercer
21 August 2013

The meeting was held at Round Table Pizza in Montgomery Village. Pizza was served at 7PM with the meeting brought to order by Paul Kohlmann at 7:30 pm. 24 members were present.

INTRODUCTION

- There were no "New Members and Guests" at the meeting.

BUSINESS

- The Treasurer reported that the checking account is at \$5093.37 and the CD is at \$7307.38.

EVENTS

- A recap of the PCAM/National Model Aviation Day event held the weekend before was discussed at length. Saturday's performance was good. An error on the PCAM officials part—they submitted an incorrect start time with the FAA—resulted in the cancellation of our early morning show. No one was happy about that.

- Recognition and thanks were given to: The Demo Team and the 18 pilots who participated.

Wylie for organizing the practice sessions.

Phil for leadership as the air boss.

Roy Berg for his great job announcing.

Jeff Penner for his efforts with the booth and raffle.

Steve Koll for his brilliant idea to offer bottled water for \$1.00 donations.

And Larry Gustafson for the great barbeque he hosted on Saturday night.

- Ideas were discussed for possible changes and improvements to be made for next year's performance.

- Brian Young revealed that he would like to step down as banner pilot and turn over the role to someone else—possibly Drew Kohlmann.

- Upcoming events were mentioned:

The Sonoma Jet Center Aviation Day, Saturday Oct. 5th

Float Fly #4—the last one for 2013, Sept. 2nd

The Ukiah Fun Fly and Swap Meet, Sept. 8th

SHOW AND TELL

- Jake Chichilitti showed off a slope soaring glider he built back in 1986—a Spitfire

AUCTION

- Julio scored a nitro heli motor for a mere \$5.00

- Glenn ended up with the Sr. Telemaster for \$51.00

- Drew got the Quickie 500 for \$11.00

THE RAFFLE

- Adam chose the Laser Cuts Hydro Extreme, Jeff Penner got the gift card, Julio covering, Gabriel smoke oil, Drew toolbox, Dick Maddock an engine with a book to go along with it, and Brian Young also walked away with smoke oil

Meeting was adjourned at 8:45

Report prepared and submitted by Dave Mercer, filling in for Secretary Phil Leech, who could not attend.

Board Meeting Minutes

August Meeting

By: Phil Leech
5 August 2013

The meeting was brought to order by Paul Kohlmann at 6:30 pm. at the JDSU Offices 1402 Mariner Dr. Members attending were Paul Kohlmann, Dave Mercer, Jeff Penner,

Wylie Walters, Tony McDonald, Jake McDonald, Merle McGregor Steve Cole, Patrick O'Halloran and myself, Phil Leech.

- The meeting started with the Treasurer's Report that I presented. I told them that we had a checking account balance of \$5,079 and the CD is at \$7307.
- T shirt sales are moving along with the inventory down to 4 shirts. Hats are doing well too.
- Paul Eason and Wylie are planning to install a start up station for large gas planes. It will be at ground level with pipe inserted into sleeves anchored in the ground.
- Much of the meeting was devoted to a discussion about upcoming PCAM airshow. Paul has been working with Matt Doyle of PCAM regarding the schedule and our location on the field. It looks like they have scheduled us for a 40 minute session on Saturday and 30 minutes on Sunday. Its not clear if Adam or Steve Cole will fly the doghouse along with Jake MacDonald who will fly the Fokker Tri Plane.
- Jeff Penner has been working with Jake Rosen on raffle prizes and has also contacted Steve Elliott for donations or reduced prices for the prizes. Jeff plans to be at the airport on Friday afternoon to begin set up.
- Paul will be handling the wristbands and badges sometime on Friday.

And that wrapped it up!

Meeting was adjourned at 7:50 pm.

Report prepared and submitted by Phil Leech.

Board Meeting Minutes ***Sept. Meeting***

By: Phil Leech
9 September 2013

The meeting was brought to order by Paul Kohlmann at 6:30 pm. at the JDSU Offices 1402 Mariner Dr. Members attending were Paul Kohlmann, Merle McGregor, Dave

Mercer, Jeff Penner, Wylie Walters, Tony McDonald, Jake McDonald and myself, Phil Leech.

- I presented the Treasurer's Report that included \$4,316.31 in the checking account and \$7,307.38 in the Certificate of Deposit at Redwood Credit Union. I also gave a rundown on sales of shirts and hats. We have one shirt left and a profit of \$120 with all of the hats sold for a profit of \$62. The Pizza Fund is up \$425 for the year.
- It was discussed that we should schedule a make up race for the Pylon Race that got cancelled last month.
- From the proceeds of PCAM it was decided to send \$203 to the Wounded Warrior Project sponsored by AMA.
- A general discussion about PCAM for next year developed regarding what worked well and what could be improved. An Easy-up for the flight simulator that is more enclosed was a good idea and development of the water sales was encouraged. Steve Koll did a great job and we sold \$205 worth of water in just a half day.
- Paul announced that he will be stepping down for 2014 and a discussion developed about establishing a slate for the October meeting.
- For Show and Tell at the next General Meeting Roy Berg and Jake Chichilitti may have presentations.
- Paul and Drew plan to donate the Telemaster that they recently won to the Auction.
- I presented plans for the Larry Frank Scale Fly In and the Neil Taylor Award. We will have plaques to present to four scale winners and of course the Neil Taylor Award.

And that wrapped it up!

Meeting was adjourned at 8:03 pm.

Report prepared and submitted by Phil Leech.

Treasurers Report

Aug/Sept 2013

By: Patrick O'Halloran

Membership:

Total: 76

Returning: 65

2013 New: 11

Youth: 9

Financials:

Checking balance: \$4899.40

CD: \$7,307.00

Our Members

By: Paul Kohlmann

Doug Moore

One of the nicest guys that I run into at the field is Doug Moore. He joined our club about 9 months ago, but he's been involved in so many events and work parties that it seems like he's been around much longer.

Doug attributes his interest in aviation to the days when his cousin flew him to airshows in his full scale Luscombe. This was in the Central Valley when he was in his teens.

After a while, Doug scraped together \$250 so that he could learn to fly himself. Fortunately, he was a quick learner because he managed to get 5 1/2 hours of solo time logged before his instructor told him "you are out of money and you are out of here!" And so ended Doug's career as a pilot at the ripe old age of 22.

As for modeling, Doug has covered a lot of ground. He started out in U-control and free flight in the 60's, building many silk-covered aircraft from kits. He chuckled as he told the story of one of his .049 free flight planes that he launched from the family horse ranch in Turlock. It seemed to climb forever and then began drifting south. Doug and his brother quickly saddled up a couple of horses and rode out over the alfalfa fields to recover the model 3 miles away!

Doug got into RC in 1985 when he began flying with his young son, John. He says that for the next 5 years, they both flew as much as they possibly could. John soloed at age 9, and he has credited those years of building and flying with his dad as instrumental in his decision to go to CalPoly where he degreed in Engineering.

During that time it seems that Doug may have witnessed the birth of FPV. He used to fly with some real characters who were building giant scale aircraft complete with video cameras. Doug's job was to point a directional TV antenna at the aircraft so that the pilot could fly from inside his van.

Doug took a few years off from the hobby after his son stopped flying RC and began chasing girls. But after retiring a few years ago, he fell in with a club in Lake County and picked it up again. He flies quite a bit of nitro but is adding more electrics to his hangar.

More "Stuff"

By: Dave Mercer

Below is flyer I received from the Amos RC Club promoting an upcoming event—the Thunder Valley Rally of Giants, on Oct. 19-20. More info found on their website—amosrc.com

Thunder Valley Rally of Giants
AMOS R/C CLUB
October 19-20, 2013
SANCTION BY AMA & IMAA
IMAA membership not required

\$600.00 Prize money
1st - \$300, 2nd - \$200, 3rd - \$100.

IMAA size rules, Mono Plane=80" WS, Bi-Plane = 60" WS, Jets= 140" WS+L.
 These are all minimums. 1/4 scale also welcome.
 NO direct competition. Come and have fun.

ENTRY FEE: Pre-regist. -\$30.00 Regist. at field - \$35.00
 MAKE ALL CHECKS PAYABLE TO AMOS
 Mail to - James Hill, 1616 Vista Creek Drive, Roseville, CA 95661

RAFFLE! 38% scale Corbin Ace Plane "VALUE \$1500"
 Fully assembled with engine. Just add a radio and fly.
 Lots more raffle items

Free RV parking at the AMOS FIELD, NO HOOK-UPS.
 Location - 4015 E. Catlett Road, Lincoln, CA
 Contact person - James Hill, 916-772-2631
 FOR MORE INFO VISIT OUR WEB PAGE - AMOSRC.COM

Photos and Club Events



Here's a nice shot of our Demo Team out on the flight line during the 2013 PCAM Airshow. Taken from the announcing tower. Do you spot anyone you recognize?



Our 2013 announcer Roy Berg posing with the official PCAM announcer Danny Clisham
Roy did a great job interacting with a pro.

New Field Rules

By: Dave Mercer

By now all of you should have received an e-mail mentioning the recent change in our flying restrictions at the field. Prior to this, during an event at the winery we were restricted to electric only flight. Now we have been informed to cease all flying altogether during these events. At first glance this seems like a severe restriction that would wipe out our chance to fly on many weekends. This is NOT the case. Check out the start time for almost all of these events, and the resulting no-fly time. Virtually every event starts in the late afternoon or early evening and stretches into the night. 3:00 PM, 4:00 pm, sometimes even 5:00 pm is the time we've been asked to stop flying. I don't see this as much of a burden. By mid to late afternoon most of us have done enough flying to be thoroughly frazzled and ready to head home. Some of you have noticed that a certain date is listed on our calendar as a no-fly day and assumed it meant the entire day. This is not the case. **CHECK THE START TIME FOR WHEN THE NO-FLY STATUS BEGINS!!** Most likely you

will find that you can go out to the field and fly like normal and the no-fly restriction will have no impact. Go to our website home page, make a note of the no-fly dates that Patrick has listed, and pay careful attention to the starting time listed. Click on an individual date on the calendar and a starting and ending time will be noted if it's a no-fly day. The most important thing to remember is to be respectful of these minor restrictions placed on us by the Trentadue Winery. We have a great place to fly solely because of the generosity of the Trentadue Winery, and Victor in particular. We don't want to tarnish our relationship and lose what we have.

Make it a habit to check out our website—which you should be doing anyway—take note of any no-fly days and their **START TIMES**, and abide by it. It's perhaps the single most important thing you can do to ensure that our great flying site remains available to us.

WCF 2013 EVENTS SCHEDULE

<u>Event</u>	<u>Date</u>	<u>Contact</u>
Larry Frank/Neil Taylor	Sun Sept 29	Phil/Jon
Pylon Race #7	Sun Oct 6	Steve
Pylon Race #8	Sun Oct 20	Steve
Pylon Race #9	Sun Nov 17	Steve
Christmas Party	Fri Dec 6	Phil

