



HANGAR NEWS

NEWSLETTER FOR THE FIRST WEEDWACKER
AEROSQUADRON
AMA CHARTER # 1651
March 2012

First Weedwacker Aero Squadron
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HANGAR NEWS is printed for the members of the
FIRST WEED WACKER AEROSQUADRON and its
contents do not necessarily reflect the policies of the
club. Editorial deadline is the 15th of each month.
Articles, news items and classified ads should be sent
to Don Westergren, 3942 Calavo Dr., La Mesa, CA
91941.

Articles originally published in this newsletter may be reprinted
and published by modelers and club newsletters. We ask that
credit to the author and this newsletter be acknowledged in the
reprint. We will do the same.

CLUB FIELD: Cactus Park (East), Ashwood St. (1/4 mile N-E of
El Capitan High School) in Lakeside, CA. Please be sure the last
flyer to leave locks the pin box and the gate.

R/C Schedule 2012

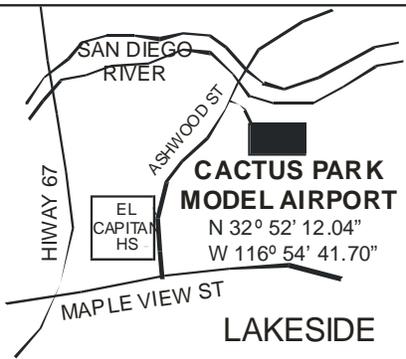
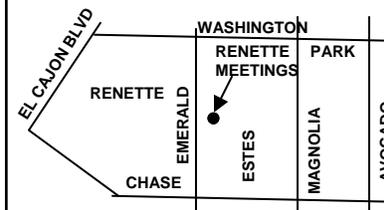
Mar 6 Tue Trauma Training - Renette Park (at regular mtg)
Mar 11 Sun E-Stick/T-28 Races, SEFSD
~~Apr 7~~ Sat Swap Meet, Cactus Park **Date is March 17th**
Apr 14 Sat Trauma Training—Cactus Park
Apr 21 Sat Lakeside Western Days Parade
Apr 28-29 RCX Expo Long Beach Convention Center

Fire Safety with LIPO Batteries

Sunday morning, Feb 26, an apartment fire in Lakeside was
apparently caused by a LIPO battery catching fire while
charging. We don't know if the owner is or was a member of
the club, but he was injured—burns and smoke inhalation were
reported.

We require LIPO charging on a firesafe
bench at the field. Charging at home is
just as dangerous and should ALWAYS use
a firesafe (Nomex bag, ceramic bowl or
fireproof container) and NEVER leave
charging batteries unattended.

NEXT MEETING:
Tues. Mar 6, 7:00
Renette Park





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Minutes of the December, 2011 Meeting

Robert 'Bob' Muhleman

The Meeting was called to order at 7:01 PM with The Pledge of Allegiance at 7:03 PM. The Board Members present were our President, Keith Miller; Vice President, Ron Smith; Secretary, Bob Muhleman; and Treasurer, Scott Graupman. We had a total attendance of 31.

New Members and Guests: Ron Hamlin, Jason Adams, Cheryl Horath, Devin and Jayden Wheeler and Michael Martek.

Electric Seminar: Ron Hamlin.

Opening Comments: Jerry Neuberger was representing Tim Attaway, who was ill, to present our Club with a 10 year Leader Club Award.

The award was a very nice plaque. He also gave us 100 patches to honor our achievement. Bob Muhleman has the patches. All members at the meeting received a patch. If you want one, just let Bob know or see him at the field. Keith Miller thanked Don Madison for the continued efforts he has made to keep us as a Leader Club. Thanks Don!

Approval of the Meeting Minutes: M/S/P to approve the minutes from last month's meeting.

Treasury Report: M/S/P to approve the Treasurer's Report.

Beginning balance:	\$5,269.23
Income:	\$6,436.00
Expenses:	\$4,244.14
Ending Balance:	\$7,461.09

Safety Officer's Report:

Safety training is tentatively scheduled for:
Tuesday, March 6, 2012: Trauma Training-
Renette Park (at our regular meeting).

Saturday, April 14, 2012: Trauma Training-
Cactus Park

Saturday June 9, 2012: Live Fire Demonstration

Ron Keith will present these demonstrations. The trauma training will focus around typical field mishaps.

We are reviving the "Lessons Learned" Protocol for Safety.

A plane had loss of power to its high-speed pusher prop, most likely caused by an overheated ESC.

Lesson: Run simulated full power and monitor the temperatures of the propulsion system before putting the plane in the air.

A transmitter fell over and caused an electric motor to run at full speed. The pilot suffered propeller cuts.

Lesson: Put the transmitter in an available carrier, or lay it down in a safe place.

Tabled Business: None to Report.

Old Business:

The Awards Banquet was held on Friday, January 6. Guests included three daughters from the Bailey Family. One of the daughters, Milissa donated \$100.00 to the club. She is planning on flying with us.

The full report is in the newsletter.

There was no volunteer for Safety Officer. We need your help!

The petition for the County Supervisor Fund for their help in restoring our runway is on Keith's slate for this month.

We need more club trainers: .40 to .60 sizes.

Please be sure to lock the North Gate when leaving the field.

No one volunteered for the Banquet Chairman position. Help! Ted O'Fallin will check out the facilities at the Olive Garden Restaurant.

New Business:

AMA and Club Membership renewals are now due.

AMA Youth Membership is now FREE for 19 and under.



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We have a Calendar of Events on our Web Site.

The Swap Meet date has been moved to March 17th. Flyers are in all Hobby Shops. Thanks, Don Madison!

The Club still needs an Events Coordinator. This person should be an innovative self-starter who is willing to be actively involved in increasing overall member participation in a variety of events.

The lock combinations were changed the day after the February meeting.

Drawing for free membership: Art Flores, sorry, must be present to win.

Demonstrations:

None

Raffle Results:

Ben Newkirk	Inclination Meter
Joel Blodgett	Rx. Battery
Ron Smith	Fuel
Don Madison	Tool Set
Don Madison	Passed
Ryan Crutchfield	Deans Plug Adapter
Leroy Brooks	Glow Driver

Good of the Order: None

Meeting adjourned at 7:53PM.

President's Message March 2012

We've had some activity this month to include our first Fun-Fly in a long time, as well as a pleasant surprise visit by Jerry Neuberger at our February meeting. Jerry is a former AMA District X Associate VP and is still active in

AMA functions. Jerry presented the club a plaque recognizing the club as being a Leader Club for 10 years. Congratulations, Weedwackers!



A special thanks to **Don Madison** for pursuing our Leader Club qualifications year after year!



Access to the riverbed – Kip Hering not only owns the property to our east, but also owns the dirt access road that passes between Cactus Park and the Lakeside Water District property (the riverbed). Mr. Hering also owns the fabric barrier fence between the north edge of the road and the riverbed. To prevent further stretching of the fabric straps, he's provided us a pass-through directly across from our northern gate. Please transit into the riverbed through this pass-through and respect his fence.

Daisy-chaining the locks – The County will now add one of their "SD" locks to our gates. Similar to this photograph, our locks are daisy-chained with the SD locks such that EITHER organization has access to the park without precluding access to the other. It's IMPERATIVE that members remember to re-establish the daisy-chain when locking the gates at the end of the day.

The AMA Government Relations Blog (<http://>



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amablog.modelaircraft.org/amagov) recently reported a significant accomplishment. To paraphrase:

“Congress passed the first FAA Reauthorization bill in more than four years. The Bill included a special provision for model aircraft protecting it from FAA regulations. Signed ... by President Obama, the special provision in the Bill recognizes community-based safety programming as an effective means of managing the modeling activity. The model aircraft section establishes minimum criteria for safe aeromodeling operations and specifically directs the FAA to not enact rules for modeling activity conducted within the safety programming of a nationwide community-based organization.”

The Board of Directors met in February to discuss proposed dues structures that closely follow that of the AMA. The proposed changes are designed to encourage youth participation, which will also ease the financial burden on families bringing multiple kids into the hobby. A revision to the Bylaws is forthcoming for review by the membership.

Have fun!
Keith

Fun-Fly Results Feb 25 :

We had a total of seven contestants which is a pretty good turnout. Events included the Balloon Bust, Bomb Drop, Limbo Lunacy, Climb and

Glide, and 7-11 Craps!

Lance made a spectacular two-balloon pop in a single pass. Poor Wayne went through a bottle of CA. If there were a contest for turning runway doughnuts, Larry Kosta would have taken that event. Special thanks to Ron Schark for running the flight line - we finished all events before 11:30!

The last two events were the deciding factor, as it was close all the way through. What a blast!

1st Place - Jeramy Miller took home a hex driver set and the Gold Medal

2nd Place - Art Flores - a handy tool box to carry his Silver Medal

3rd Place - Fred Miller - a headlamp flashlight with which to admire his Bronze Medal.

Welcome to:

Café CALIFORNIA 67

Breakfast & Lunch

Take Home

MONDAY - SUNDAY
6:00 a.m. - 3:00 p.m.
12381 Mapleview
(Corner of Hwy 67 & Mapleview)
Lakeside, CA 92040

619-443-4100

All sandwiches include a side dish: your choice of fruit, potato salad, chips, cottage cheese, applesauce, soup, or salad.

SUB SANDWICHES
Lettuce, Tomato, Mayonnaise and Italian Dressing

Entire Menu is available "To Go".



Pinning Hinges for Increased Security When Flying

From the Miramar Radio Control Flyers, San Diego CA

If you've ever had a control surface come loose in flight and lost an aircraft as a result, you've probably given serious consideration to pinning hinges for added security.

Sometimes you get away with a detached control surface, but when you have no elevator, or an aileron is partially pulled out at an angle, you can lose an aircraft quickly.

The most common hinge types used today are the nylon hinge and the flexible CA hinge that Sig markets as the "Easy Hinge." You'll also find metal hinges used in some of the Almost-Ready-to-Fly (ARF) airplanes. Nylon and metal hinges are normally glued into position using epoxy glue. To avoid epoxy from getting on the hinge joint, modelers sometimes coat it with Vaseline or oil.

The installation of nylon or metal hinges is a more time-consuming and tedious process than the installation of the Easy Hinge. The Easy Hinge is slipped into slots in the control surface and in the wing or tail structure after which CA is dripped on to the exposed portion of the hinge and wicked into both ends of the hinge by capillary action.

In order to provide assurance that control surfaces won't detach in flight, many modelers pin their hinges. There are two basic methods.

The first is the use of the classic, round toothpick. Using a $\frac{3}{32}$ -size drill, drill through the hinge on both the control surface side and wing or tail structure side. Install the toothpicks using epoxy or white (aliphatic) glue. When the glue sets, clip the toothpicks as close to the surface as possible and then sand the ends flush.

Because sanding is impractical when covering is already on the aircraft, you can carefully grind the toothpick ends flush using a Dremel tool. Cover or paint as appropriate. Note: Some articles recommend the use of CA glue. I don't because

CA can set so quickly the toothpick may not be properly installed.

Another method for pinning hinges involves using two types of steel pins in combination. This method won't work well with metal hinges because of the difficulty of drilling through the metal with the larger pin used as a drill bit, but I have used it with nylon hinges and it is especially suited for the Easy Hinge. I've found using the steel pin method with Easy Hinges is the quickest and most secure method.

Here's how the steel pin method works. First, you need two types of pins—a box of "Tailor" pins and some modeler's T-Pins. You can get the Tailor pins from any store that carries sewing items. Modeler T-Pins can be found at your local hobby shop.

You may encounter some difficulty drilling through nylon hinges. Conversely, your T-Pin drill bit will go through the Easy Hinges like butter. Note: You might use a $\frac{1}{16}$ -inch drill bit versus the T-Pin bit. The diameter is slightly bigger than the T-Pin shaft but it should work and may make the job easier when dealing with a regular nylon hinge, and especially a metal hinge.

Now that you've drilled your pin holes, it's time to install the Tailor pins. Since the shaft of a Tailor pin is thinner than the T-Pin, the Tailor pins fit easily into the drilled holes. Install them in the holes from the top down so the pin top will appear on the upper wing, tail, and control surface.

Leave roughly $\frac{3}{8}$ -inch of the pins exposed. Mix up a batch of 30-minute epoxy. Dab some epoxy on the exposed portion of each pin and slide all the pin tops flush. Let the epoxy set. Then, clip off protruding pins on the underside of the wing, tail structure, and control surfaces (or one side of the vertical stabilizer).

This method is fast! When you get done, the tops of the Tailor pins will show but they are quite small and far neater in appearance than the toothpick method, particularly when used to pin the hinges of an ARF. Q