



# HANGAR NEWS

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

First Weedwacker Aero Squadron  
P.O. Box 2044  
Lakeside, CA 92040

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Joe Stutzman and Keith Miller

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.

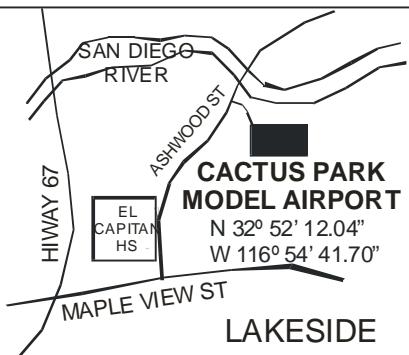
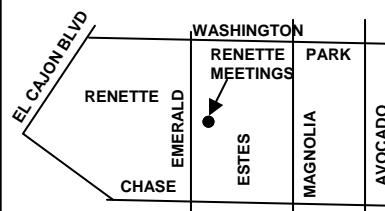
## R/C Schedule 2012

Aug 18	Sat	Fun Fly Cactus Park
Sept 23	Sun	E-Stick Racing, Cactus Park
Oct 12-14		Miramar Airshow
Nov 10	Sat	Vet Day Flyin, Miramar RC Flyers
Nov 17	Sat	Crime Victims Flyin, Cactus Park

## Weedwacker Web Site Update

Our web site is being updated. Tim Peterson has volunteered to be our Web Master and he is in the process of fixing up the web site, with lots of new features and information. Tim showed some of the new changes and ideas for the future to the club's Board of Directors this month. The changes he is making will make use of the latest features for Web sites, so you will get the best views with any of the latest Browsers. So take a look at the web site from time to time, as Tim adds new features. Also, if you have any requests or comments, be sure to let Tim know. See the site at <http://www.weedwackers.org>

NEXT MEETING:  
**Tues. Aug 7, 7:00**  
Renette Park





# HANGAR NEWS

## Meeting Minutes July 2012

*Richard Crutchfield*

The meeting on July 3<sup>rd</sup>, 2012 was called to order by President Keith Miller exactly at 7:00 PM. The Pledge of Allegiance was recited in the direction of the complex's flag. Keith indicated that he should bring a flag just in case one is not available and one of the 25 attendees, including one guest, said that he should wear a flag shirt and place a star on his head. Board members President Keith Miller, Vice President Ron Smith and Treasure Scott Graupmann were present.

### Opening Comments:

Bob Muhleman has resigned as the club Secretary. Per Article 3 of the by-laws when a vacancy occurs, the vacancy shall be filled by appointment by the remaining officers, such appointee to serve until the end of the term for which his predecessor was elected. Appointments will be ratified by vote of the membership at the next meeting. Richard Crutchfield was appointed to complete Bob's term and the membership, who were present, voted in favor of the appointment.

### Guests/New Membership:

Glen Crutchfield was visiting he son, Richard Crutchfield, and grandson, Ryan Crutchfield, from Pahrump, Nevada. No new members were present.

### Electric Seminar:

The Electric Seminar was not needed.

### Approval of the Meeting Minutes:

M/S/P to approve the minutes from last month's meeting.

### Treasurer's Report:

M/S/P to approve the Treasure's Report.

Beginning Balance:	\$7,351.49
Income:	\$804.00
Expenses:	
	\$77.27

Ending Balance:  
\$8,078.22

It was indicated that the Treasure's Report for May was omitted from last month's Hangar News.

### Safety Office Report:

A pilot, at Chollas Park, was flying his unaltered Hobby Lobby receiver ready ARF when he experienced an in flight fire. He was flying at the park alone, which is allowed by his club, and tried to put out the fire with a fire extinguisher and eventually called 911. There was some confusion by the fire crew trying to locate the park, the fire was put out.

Ron Smith has hung a rack near the north gate and placed sticks on it to be used to alert snakes as we are collecting our downed aircraft. Thanks Ron.

A rattler was spotted by Keith Miller near the shed over the past weekend. Keith, using a long stick, was able to persuade the snake to leave so he was able to gain access to the shed.

Ron Keith was asked if he would consider being the club's Safety Officer. He said that he would be willing. Some discussion was had concerning Safety Officer Hats and Vests.

The long awaited Fire Demo has been agreed upon by the Lakeside Fire Department and will be conducted Saturday July 28<sup>th</sup> at 9:30 AM. Signs will be posted and emails will be sent.

### Committee Reports: None

### Old Business:

Several upcoming events were discussed. On July 14<sup>th</sup>, the Annual Association Swap meet will be held at the Chula Vista club field. The gates open at 7:00 AM. The Seller fee is \$5. No charge for buyers. July 22<sup>nd</sup> is the E-Pylon Race. Lance Edmunson is the point of contact. Lance and Bruce Ambler will put on a BBQ following the event. A Fun Fly is scheduled at Cactus Park on August 18<sup>th</sup>. Keith Miller will coordinate the event.



# HANGAR NEWS

Both Discount Hobby Warehouse and El Cajon Hobbies would like to have ads in the newsletter. The club is waiting for artwork. Lance Edmunson will work with Victor at El Cajon Hobbies to get an image for the advertisement.

Tim Peterson has agreed to give the web site a facelift. Some of the features being added are photo and video uploads, Pay-Pal integration to allow online payments and a Club Forum. He was not present to demonstrate the progress so far. Stay tuned.

Club-wide CEAP Training will be conducted later in the year, most likely during the September meeting.

## New Business:

On Friday June 29, an aircraft crashed onto the Hering Ranch. The Parkzone T-28 crash was caused by either a possible brownout or a complete loss of control. The owner of the T-28 apologized to Mr. Hering and no other issues were noted. The membership was reminded that the AMA provided \$2.5 million of supplemental insurance beyond what your liability insurance will cover.

The binder at the field will be stocked with the current roster, a copy of the county land use agreement, revised club information handouts and applications for the AMA and the club.

## Other New Business:

Scott Swaaley, a 12<sup>th</sup> grade Physics teacher at High Tech High is looking for donations of motors, speed controllers, propellers, tools, radios, etc. His classes do electronics so any type of soldering equipment would well used. Scott's contact information will be emailed to the membership by Keith Miller. Ben Newkirk said that he had some stuff including a possible 4 channel radio. Thanks Ben.

## Drawing for Free Membership:

Roger Gordon – Sorry Roger you need to be present to win.

## Demonstration:

Barry Lopez displayed his Aeroworks Edge 540 from the back of the room; it was too big to bring to the front. Wayne Aymar was kind enough to donate a rear dump canister. Barry hopes to fly it by the end of the year.

Lee Main showed his Cessna Skylane which weighs 8 lbs 4 oz. He said that it had a rough maiden flight; it found fence. The repairs were undetectable and have had a couple of flights since, nice job Lee.

Max Graupmann received a Skyraider (displayed by his father, Scott) for his birthday. It is receiver ready and includes retracts and flaps. It flies on a 2250 mAh 3 cell lipo battery. It was purchased from Hobby King for \$130 and \$40 to \$50 shipping from China. He received it in 5 to 10 days.

## Raffle:

Fred Miller	2 Hitec HS55 Servos
Keith Miller	Ultra Stand
Don Madison	Screw Driver Set
Joel Blodgett	Onboard Volt Meter
Glen Crutchfield	Z-Bend Pliers
Barry Lopez	Gallon of Nitro (later returned; he does not use nitro)
Keith Miller	12 Volt Watch
Ben Newkirk	Hole Locator
Keith Miller	Gallon of Nitro
Leroy Brooks	Aircraft Balancer
Gareld Rodieck	Starter
Leroy Brooks	Super Sportster 40

## Adjournment:

The meeting was adjourned at 8:10 PM.



# HANGAR NEWS

## President's Message August 2012

Recently I mentioned a request by High Tech High Schools' senior physics instructor for modeling materials. I've since been informed of the school's reputation as a premier education facility in Point Loma. If you've got a stash of "...speed controls, motors, props, receivers, controllers, etc..." even if very old, Scott Swalley and his students can still make use of them. Scott says his class "does a lot of electronics so any kind of soldering equipment would also be well used." Scott Swaaley heads the 12th Grade Physics department at The Gary and Jerri-Ann Jacobs High Tech High and can be reached by Email: [sswaaley@hightechhigh.org](mailto:sswaaley@hightechhigh.org).

Don't forget that we'll have a short fire-fighting demonstration at the field on July 28<sup>th</sup>. This gives us an opportunity to get a true feel of how to handle our fire extinguishers for small fires. I encourage you to stop by early. Ron Keith will kick off the demonstration at 9:30. I'm bringing my cat.

Later in August, please join us for a Fun-Fly on Saturday the 18<sup>th</sup>. To make the event just a tad more appealing, we'll award a prize for the winner of each event in addition to the overall winner.

And at the September club meeting, we'll conduct training for all attendees on electric power systems and associated safe practices. I expect we'll spend about 30 minutes on the topic and will take advantage of the large multi-media system now available at the Renette Park meeting room.

To date we've had no less than four newly joined members with whom we made contact at the Wings Over Gillespie event. There's no telling how many have found clubs closer to them in the region. If you see Bob Muhleman around the field, thank him again for heading

up this year's event. For 2013, Glenn Merritt has agreed to carry the torch for "WOG".

And lastly – have you stopped for a second and taken a look around the field and noticed that the weeds just aren't getting any taller; that the gravel never creeps down from the parking area into the pits; that the dropped leaves and branches from the eucalyptus tree seem to magically disappear from the runway? Believe me – it's no magic! Ron Smith keeps our field immaculate, and I know there are many others of you that do your part when you see something that needs a little tidying up. Keep it up, guys! Someone go give Ron a big hug!

Stay cool this summer and bring lots of water to the field with you!

Keith



Welcome to:

**Café 67**

**Breakfast & Lunch**

**Deli**

**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".



# HANGAR NEWS

## Freddie Joel Blodgett – In Memoriam

1936 - 2012



By Ben Newkirk

Joel Blodgett joined the Weedwackers in 2003, but he was no beginner with model airplanes. Joel started coming around my house when he was about 15 years old (and I was about 5) to learn about control-line models and motorcycles from my dad. Joel became a close family friend as he grew up, got married, had two sons, and then divorced. By the late 1950's my dad, being in the electronics trade, was making the move into R/C and so did Joel. By the early 1960's Joel was a member of the San Diego Drones and was flying single-channel, rubber-band escapement models at the old Hazard Field in Kearny Mesa. In the mid-'60's I left San Diego for college and graduate school and Joel and my dad remained very close. In 1963 Joel became a member of my family when he married my cousin, Donna. My dad passed away in 1973. When I returned to San Diego from New York in 1974, Joel and I teamed up immediately and began flying R/C slope-soarers. We flew together almost every week-end for the next five years until I got

really busy with my career and left R/C aside for awhile.

Joel had several careers: He was a fiberglass fabricator for both Rohr Industries and for Ryan Aeronautical, where he made components for the first Lunar Landing Vehicles. He worked as an auto mechanic at El Cajon Ford for a number of years. After he learned welding from his father-in law, the late Jack Vandivort, Joel became a welder and general metal fabricator for Kelco Corporation, where he eventually retired after 17 years there. One of Joel's other hobbies for over thirty years was racing stock cars at the old Cajon Speedway. He was widely known as the expert on setting up the differentials on the race cars for success on the 3/8-mile oval. Joel attended virtually every race, driving the push-car used to start the racers and to push disabled cars off the track.

Joel enjoyed spending time with all the new friends he made in our club. He especially enjoyed flying powered gliders for the past several years as his illness slowed him down.



# HANGAR NEWS



The “Old Birds” soaking up the sun on a recent Friday

Joel will be remembered as a friendly, generous person, always ready to lend a tool, equipment, or assistance to anyone who needed it, and always in good humor, with a smile on his face and a laugh in his voice.

Joel passed away peacefully in his sleep on Sunday, July 22, after a long battle with cancer. He is survived by his widow, Donna, sons Donnie and John, daughter Annette (and her husband, Tom Mott), 13 grandchildren and 11 great-grandchildren.

A memorial service will be held at:

Pathways Community Church  
9626 Carlton Hills Blvd.  
(Corner of Carlton Hills and Mast)  
Santee, CA 72071

on Friday, August 10, at 3:00 p.m.



Typical stance when flying a glider



Tuning son Don's P-51 while son-in-law Tom looks on



Dang balky engine!



# HANGAR NEWS

## How to Bend Balsa

Paul L. Daniels ([pldaniels.com](http://pldaniels.com)) printed in the newsletter of the Feather River RC Modelers, Oroville CA

Quite frequently in building with balsawood we need to bend balsa into a curved surface. For curves with fairly large radii, this can be done without any problem. When it comes to convincing balsa to bend around complex, varying, and tight curves (such as tail planes or wingtips), balsa has to be assisted into making these curves without crimping or snapping.

The reason why we choose to bend balsa around such curves is for a couple of reasons:

**Strength:** Balsa is strongest when the grain runs the length of the wood.

**Finish:** Sanding with the grain produces a smoother surface.

**Economy:** It's cheaper to make a wingtip out of a strip of balsa than to use up a much larger sheet of balsa and having to discard the bulk of it.

The available methods of getting balsa to bend more can be broken down into sections: laminating, one-sided moisture/heat, chemicals, long soak.

With all bending operations it's suggested that you start out with the most flexible piece of balsa that you can obtain, typically this is referred to as A-grain balsa. Do not attempt to use C/quarter-grain balsa as it'll tend to split very quickly.

### Stage 1: Getting the wood flexible

**Laminating:** The process of using laminating to make balsa curve around corners is based on the principle that a thinner sheet of balsa can be curved at a tighter radius. The radius of curvature limit varies between materials, but essentially it represents a percentage of compression (or tension), caused by the difference in curve radii between the inner and outer limits of the balsa. Thinner balsa will be able to be bent tighter before the same critical difference of curvature occurs.

Using the laminating process can be a fairly tedious one, but it does produce an appealing (to some) visual appearance. Laminating produces the strongest,

but also heaviest, resulting form.

**One-side moisture/heat:** If you take a sheet or strip of balsa and dampen one side you'll see that in a few seconds that the balsa starts to curve away from the dampened side. Conversely, if you apply a hot iron to the sheet of balsa, the balsa will curve toward the heated side. The reason why this occurs in both cases is because of a difference in moisture content in the balsa wood cells. The more moisture in the cell, the more it expands.

In the damp application, the damp side of the balsa expands causing the sheet to curve away. With the iron application, the moisture is driven out of the balsa cells on that side to contract and causing the balsa to curl in.

**Chemicals:** Sometimes you really need to get a piece of balsa around things are already too thin for laminating practically—the solution can sometimes be to chemically adjust balsa to bend. Clouded ammonia (water with ammonia in it) or Windex will make balsa especially flexible. The action by which this occurs is the breaking down of balsa cell walls. Interestingly some people have reported that using vinegar also works, the key appears to be to soak the material in a non-neutral pH substance.

For clouded ammonia, use a 50/50 mix with water. Caution: use this mix in a well-ventilated area. Ammonia can suffocate you. If you would rather not take the potential risk, consider using the long-soak method.

**Long soak:** If using chemicals such as ammonia or vinegar isn't your idea of a pleasant experience, you can soak the balsa in hot/warm water for an hour or more (depending on the thickness). The heat is useful to accelerate the absorption of the water into the cell structure.

### Stage 2: Setting the shape

Once you've made your balsa flexible, you can commence to shape it to your needs. For simple curves, such as cylinders, cones and such, you can simply apply the wood to the formers or suitable shape holder (having a good selection of tins, tubes, and rods help here) and tape/hold the balsa to the required shape and allow to dry.