



# HANGAR NEWS

NEWSLETTER FOR THE FIRST WEEDWACKER  
AEROSQUADRON  
AMA CHARTER # 1651  
August 2014

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

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Glen Merritt Keith Miller  
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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  
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91941.

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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 2012-2013

Oct 4-5	Miramar Airshow
Oct 11 Sat	Fun Fly, Cactus Park
Oct 18 Sat	Float Fly - Otay Lakes
Oct 25 Sat	Swap Meet, Cactus Park

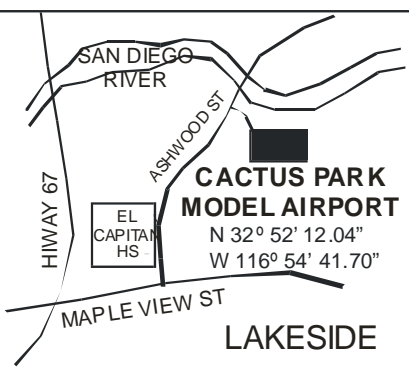
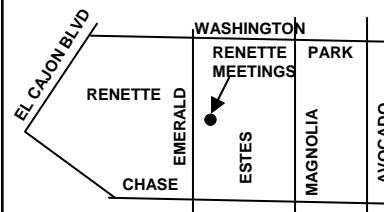
## Cactus Park Noise

Our models still produce noise, and our neighbors still issue comments and complain. We have set a standard of noise limits in our Field Rules of 96 dBA at 3 meters. If you are not sure about the noise level of any of your models, you can see Ron Smith at the field and he can measure the noise level. This is strictly voluntary, and the club has been doing that for decades. However, meeting the noise rule isn't enough. Noise that generates a complaint start with the noise level of the plane, but also involves the distance from plane to ear. So WHERE you fly is also very important. Our nearest neighbors are to the East—the Polo Field and the Herring Ranch. So please avoid flying toward the east any farther than you need to land on the runway.

## Cactus Park Safety

Safety is always a concern for us because there are elements of danger inherent in our hobby. If you have stories we can learn from, or suggestions to be safer, let Ron Keith know about it. Ron has set up safety demonstrations in the past and can do so again.

NEXT MEETING:  
**Tues. Aug 5, 7:00**  
Renette Park





# HANGAR NEWS

## Meeting Minutes June 2014

Bruce Allen

### Meeting Minutes July 2014

*Bruce Allen*

The meeting on July 1st 2014, was called to order by the club President, Gary Rold at 7:00 PM and the membership recited the Pledge of Allegiance in the direction of the flag provided. In attendance were 30 attendees, including board members; Vice President Ron Smith, Treasurer Scott Graupmann and Secretary Bruce Allen.

### **Opening Comments:**

Gary welcomed all to the meeting,

### **Guests and New Members:**

Robert Kyle – Flew a while back & is getting back into the hobby. Came to the Fly in.

Vernon Gilmore- Experienced flyer, was a member, got into trains & is now back into planes! Bob Rink- New flyer, crashed on Simulator, don't us all!

Joey Chess- Flew years ago, coming back into the hobby at the invite from James (Hobby People) We extend a hearty welcome & hope you will enjoy the experience (?)

### **Electric Seminar**

Three people needed the seminar, to be done after the meeting.

### **Approval of the Meeting Minutes:**

I was Shocked & Stunned, (for the third time) as there were no corrections!

Proposed: Don Madison, Second: Keith Miller, Unanimous.

### **Treasurer's Report:**

Beginning Balance: \$10,939.48 Income: \$744 Expenses: \$2,239.30 Ending Balance: \$9,444.69 (Expenses Included: United Services (Loo), BBBQ Pit, & Raffles for Scale Fly in & Mid-Summer Lunch.)

Proposed: Keith Miller Second: Larry Costas,

Unanimous.

### **Committee Reports:**

*Fun Fly* Keith Miller – October 11<sup>th</sup> & November 15<sup>th</sup>. Flyer will be available soon. New event, tow soda can on a 15 ft. length of string, the aim is to see how close you can bounce the can onto the bomb target. It's like a 'touch & go' but with a target. Glen Merritt has proven that it can be done even with a light foamy. Also 'Bowling' use child's set of plastic pins & a ball towed by the plane in attempt to knock them all down?

*Race Day Reports* –Lance Edmunson (sick!) Gary gave this report: Russian Bears & Yankee dogs battled it out on the field, great fun had by all. The uniform strip was impressive! One aircraft fatality, Lance was looking at his plane, was distracted by a car on the field, when he looked back he tried to control the wrong plane (they look alike, bad thing!) his plane ended up in dry river bed!

Keith commented on the volunteer help, from a not quite member, he is now! Thanks for volunteering.

### **On-Line Calendar**

Bruce Allen – The On-line Calendar is now working & is up to date, see link below:

<http://www.weedwackers.org/ww/events/>

Please let myself or Tim Peterson know if you need to change / add anything.

### **Builders Meeting**

July 17<sup>th</sup> meet at Gary's house, contact him for details.

Objective is to exchange information & tips, suppliers etc.

### **Upcoming Events**

Home Town Buffet, Mid-Summer banquet Saturday 7/19. (11:30am)

Raffle – Voted \$200 Ladies / Significant Other,



# HANGAR NEWS

## \$700 Members

Proposed: Keith Miller Second: Larry Costas,  
Unanimous.

SD County Flying Club – Don Madison gave info  
on the upcoming Swap Meet July the 12<sup>th</sup> at Chula  
Vista

## FAA Interpretation Special Rule for Model Aircraft

Access AMA website for detailed information. A  
lot of discussion ensued & proposed to develop a  
letter in response to the issue, with further  
discussion.

Proposed: Ben Newkirk Second: Keith Miller  
Vote: for 29 Against 1.

## Field Courtesy Protocol

Gary / Ron brought up some issues we should be  
aware of:

Aerobatics ONLY over the grass area, don't cross  
the Red Line!

Maiden Flights – allow someone who is testing a  
new plane to have a clear field

If intending to carry out a Low Pass – Call out  
LOW PASS!

Do not do a low Pass if there is someone on the  
road.

If there is air traffic do NOT fly opposite direction  
i.e. left to right

## Draw for free Membership

Chris Manson

## Good of the Order

Eucalyptus Tree trimming, Ron looking into it.

## Model Sharing

Lee showed his Saratoga that had had a very bad  
crash & it now looks like new! He applied the  
Checker board one piece at a time!

## Raffle:

Fred Miller	Gas
Bruce Allen	Allen Wrench's & 67 Café Voucher
Lou Prince	LiPo bag
Ben Newkirk	Heat Shrink & 67 Café Voucher
Bill Simmons	LiPo Checker

Cost \$87.77 Income \$126.00 Net \$38.23

## Adjournment:

Proposed: Don Madison Seconded: Vic Pretto

The meeting was adjourned at 20:13





# HANGAR NEWS

## Presidents Message August 2014

Greetings fellow Weedwackers.

The question is where to start. Our club has some great successes this year due to the members who have stepped up and taken charge when the need arose. That said I would encourage those of you who don't feel the need to get involved in club activities at the field, on the web site, monthly meetings, special events and programs to do just that.

The club does not run itself. It subsists through the time and effort of individuals who care deeply about sustaining the quality of life at Weedwackers.

If you are new to our hobby and our organization, please don't be shy about getting involved. That is the best way to learn about and contribute to our activities. Some of the long time members can contribute by sharing their knowledge with the club by showing their models at the meetings and demonstrating the trick of the trade. There are no secrets to building and flying r/c, only information that has not been shared yet.

OK I'll get off the soap box for now.

The racing season is in full swing and I don't mean Del Mar!! Lance Edmundson has organized events that are very well attended and for good reason. The races are getting more exciting each event and the "Rare Bear" events are like a swarm of hornets and if you blink you might miss a lap or two. If you haven't been to this event, put it on your list of things to do soon. You can find updated info on our finely edited web site. (Atta boy Tim)

The mid-summer luncheon was again well attended and thanks to all who attended and generously supported the great drawing. (Atta boy Ted)

In other news, Ben Newkirk and Keith Miller did a scholarly job of drafting a letter to the AMA, concerning the pending FAA regulations concerning drone operations as a hobby or business. As it stands now the FAA has extended the deadline for 60 days before making any decisions on the matter. Stay tuned.

Upcoming issues to focus on are safety at the field, safety in the pits, flying proper patterns, flying aerobatics only beyond the asphalt landing area, calling out a low pass or touch and go (loudly) and asking for assistance if it is needed. (yeah I know I said I'd get off the soap box)

So with all of that as food for thought, WATCH YOUR SIX. Gary Rold "The Prez."

Welcome to:



Breakfast  
& Lunch



Take Home  
MONDAY - SUNDAY  
6:00 a.m. - 3:00 p.m.  
12381 Maplevue  
(Corner of Hwy 67 & Maplevue)  
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

## Builder's Group

The builders group met on July 17 at Gary Rold shop. Using a laser level the group was shown how to find the thrust line of an aircraft and by rotating the laser it was also shown how to mark vertical "invasion stripes" on the P-47 that was under construction.

A devise was demonstrated to simplify the installation of blind nuts in hard to access places.

Painting technique with regular water based house paint was discussed and the use of a "satin" finish automobile finish was demonstrated as the final coat which was completely fuel proof.

If you are interested in hosting the builders group in August, call Gary at 619-504-9936.

## Race Results and Recap

### July 26th race results

#### T-28

1st place-Otto Dieffenbach  
2nd place-Devin Wheeler

#### Warbirds

1st place-Tim Peterson  
2nd place-Otto Dieffenbach  
3rd place-Ryan Danielson  
4th place-Devin Wheeler  
5th place-Jeramy Miller

#### M.U.S.

1st place-Otto Dieffenbach  
2nd place-Franks Saunders

#### RareBear

1st place tie-Ryan Danielson/Lance Edmunson  
2nd place-Scott Graupman  
3rd place-Jeramy Miller

## Recap

Pretty good turn out for a warm, muggy day! We had plenty of cold water and Otter Pops for everyone! We had lots of filming today by Mike Towe at M2 Digital Post,Inc. (thank you Mike) for our promotional video we will be sending out to the other area clubs. I will send out the link so you can all see it as soon as it is posted. Racing was pretty clean today except for a couple of Rarebear mishaps. Frank Sanders found out how low is too low rounding the downwind pylon. He slapped his plane hard enough to sideline him for the rest of the day. Keith Miller let the adrenaline get him and over rotated going around the upwind pylon at the start of the second heat. We all know how that ends! :-(. We had 11 pilots racing the Bears today-outstanding!! Thanks to everyone that showed up! Only 2 more races!

Go Fast.....Turn  
Left!!!!  
It's that easy!

**DISCOUNT  
HOBBY  
WAREHOUSE**







# HANGAR NEWS

## FWW Mid-Summer Luncheon July 19 at HomeTown Buffet. Great Food, Great Raffle, Great time for All



First Weedwacker Aero Squadron  
AMA Charter 1651  
P.O. Box 2044  
Lakeside, CA 92040

18 July, 2014

Docket Operations, M-30  
US Department of Transportation  
1200 New Jersey Avenue, SE.  
West Building Ground Floor, Room W12-140  
Washington, DC 20590-0001.

Subj: Docket Number FAA-2014-0396

Greetings,

On behalf of the membership of the First Weedwacker Aero Squadron radio control model airplane club, we the Board of Directors wish to present our views with respect to Docket No. FAA-2014-0396, Interpretation of the Special Rule for Model Aircraft. We represent 157 active recreational hobbyists in the Southern California region who will be affected by the regulations put in place by the Federal Aviation Administration (FAA). In our presentation, our views are based upon our charter within the Academy of Model Aeronautics (AMA) and the regulations and guidance dictated by that national community-based organization.

Issues

1. First Person View (FPV) definition of "line of sight".

- a. The intention of "first person view" is to provide the operator a direct sense of flight while at the controls of the air vehicle. This is one of the most exciting and educational aspects of the hobby in the last decade. We believe that the "plain language" of the statute cannot be directly interpreted to preclude people other than the operator from participating in the controlling function of the aircraft. In the case of recreational model aircraft flown under the oversight of a community based organization, the inherent danger is not to the national airspace, rather to people and property on the ground within the geographic boundaries of an organized club. As the aircraft must be flown within the boundaries of a permanent modeling facility, it would be also held to the requirements of operating model aircraft in airspace covered by 14 CFR Part 91<sup>1</sup>.
  - i. The AMA has established clear guidelines for use by organized clubs that provide for a two-person team as the "operator". Current AMA guidelines permit the operator to view the flight scene through an electronic viewing device<sup>2</sup> while in control of the model aircraft while a second person is standing by in the event that the video data link is lost. The spotter is responsible for maintaining visual line of sight of the aircraft such that, at a moment's notice, the spotter can take control from the operator in the event of a video link failure (loss of scene).
  - ii. While the operator is in control of the flight, the spotter also exercises the same see-and-avoid methods used in full scale aircraft. The spotter can communicate required maneuvers to the operator just as a co-pilot of the full-scale aircraft would scan the sky and communicate hazards to the pilot that are out of the pilots direct line of sight.
- b. In the case of hobbyists flying FPV outside of established AMA guidelines, we agree that the FAA should by all means take enforcement action.

2. Definitions of commercial use

- a. We agree with all but one of the examples provided by the FAA in the attempt to distinguish between recreational and non-recreational activity. In the case of "Receiving money for demonstrating aerobatics with a model aircraft":
  - i. Sponsored demonstration pilots flying at a sanctioned recreational event do so to promote the recreational aspect of the hobby.
  - ii. In addition, those demonstrations are generally conducted in observation of 14 CFR Part 91 and are sanctioned by the AMA.
  - iii. Demonstration flights of model aircraft operated in such a manner should be considered hobby or recreational activity with no further restrictions.
3. Other forms of recreational model aircraft
  - a. We believe that the "plain language" of the statute cannot be used without further application of careful definition. Neither the congressional statute nor the FAA's interpretation make any reference to the control method or venue of the aircraft. From the language, it appears that both are referring only to radio controlled model aircraft. However, other aspects of the hobby include control line and free-flight operations as well as indoor flight venues.
  - b. Control line models are flown using a tether to a handle in the operator's hand. The operator controls the flight via direct mechanical linkage through a set of tether lines<sup>3</sup>. These aircraft do not leave the immediate vicinity of the operator and are always within the length of the tether. They pose no threat to the national airspace and should be exempt<sup>4</sup> from any regulations put in place to protect the national airspace.
  - c. Free flight models are flown without any method of control input. The models are built and trimmed with the goal of achieving a predicted flight pattern without external input. When flown outdoors, these models pose a much greater risk to the national airspace and most assuredly require attention with respect to proximity to controlled airspace.
  - d. For all three of these aircraft types (radio controlled, control line and free flight), some are very small and are flown indoors in gymnasiums and hangars. These models require specific consideration within the FAA's regulatory language. These aircraft can be flown in a hangar on an airport without any requirements for communication with the tower or airport operator and without any threat to controlled airspace.
  - e. In each of these cases, the statute and the FAA's interpretation require additional distillation to fully capture and mitigate the true hazards.

We thank you for taking our viewpoints into consideration.

Gary Rold, President

Ron Smith, Vice President

Scott Graupmann, Treasurer

Bruce Allen, Secretary