



# HANGAR NEWS

NEWSLETTER FOR THE FIRST WEEDWACKER  
AEROSQUADRON  
AMA CHARTER # 1651  
April 2015

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

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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 2015

Apr 12 Sat FunFly, Ron Smith Flying Field @ Cactus Park  
Apr 18 Sat Western Days Parade, Lakeside  
Apr 25 Sat Pylon Racing, Ron Smith Flying Field @ Cactus Park

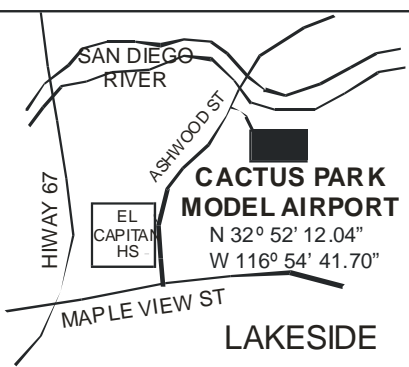
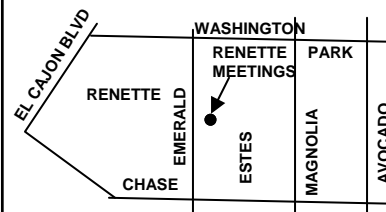
We lost two long term members this month.

**LeRoy Brooks 2/21/1933 — 3/15/2015** A tribute to LeRoy is in this newsletter. LeRoy Brook's Services will be held Apr 16, 2015 at the Miramar Military Cemetary, at 5795 Nobel Drive , West of Miramar Field. Access is from Highway 805 North to Nobel Drive(Exit 25B)!! Services begin promptly at 1:00PM, so you should arrive around 12:30PM or so, as we drive as a group to the Ceremony Site! The Family has invited you to a Buffet Lunch at the 94th Aero Sqd Restaurant, 8885-Balboa Ave. San Diego , following the services!! RSVP with Don Madison 619-296-1510

**Ray Betancourt 10/12/1930 — 3/20/2015** He was 84. His health began declining in October, followed by a stroke in December and a fall in February that he finally was not able to recover from. Services (military honors and a celebration of life) will be held on or around Raymond's birthday 10/12/2015. A tribute to Ray will be in the next newsletter.

**Western Days Parade**—Come to the Marco Rigging Co parking lot around 7:15 April 18 to assemble our float.

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





# HANGAR NEWS

## Meeting Minutes February 3<sup>rd</sup> 2015

*Bruce Allen*

The meeting on March 3<sup>rd</sup>, 2015, 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 31 attendees, including board members; Vice President Keith Miller, Treasurer Scott Graupmann and Secretary Bruce Allen.

**Opening Comments:** Gary mentioned the need for more "Competition Director's" (CD), Ron Smith was a CD, so currently this leaves Lee Main, & Larry Bagalini (not always available). Keith Miller has volunteered to do the necessary paperwork to become one. It transpires that Lou Prince is also a CD. Checking the AMA website, CD stands for "**Contest Director**" (Semantics...):

**"Contest Directors:** Have the authority to administrate and supervise AMA sanctioned meets under those procedures and guidelines as prescribed by the AMA Executive Council. CDs act as a representative for AMA in the administration of sanctioned meets."

As agreed at the last meeting the official name for the field is:

"First Weedwacker Aero Squadron"

"The Ron Smith Memorial Flying Field"

Once again Gary asked the membership for suggestions on a design for a plaque etc that would display the information, the only input he had was his own with a wing shape. In our vast membership there must be a member or two who is artistic & could produce ideas?? Get them to Gary or a board member soonest so we can get a plaque made! Ron would have had one made by now...

We had the Weedwackers Wreath for a while on a notice board. Also Charlie McCracken's lady provided a nice flower display which we have now planted outside of the fence by Station One, please water them with any left over water. Thanks.

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

Larry Kosta Jr – (Yes, that Larry Kosta!) Has been

flying around 6 months. We welcome him & passed on our sympathy....

Shane O'Toole – Beginner Flyer, Ryan's dad will help him..

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

Motion for acceptance as corrected

Proposed: Ron Keith. Seconded: Lee Main. Unanimous

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

Beginning Balance: \$9,797.87 Income: \$3,438 (Including Raffle profit) Expenses: (Next month) Current Ending Balance: \$13,180.92

Motion for Acceptance:

Proposed Richard Crutchfield, Seconded Lou Prince. Unanimous

### **Safety Officer Report: Ron Keith**

If we need a Fire Extinguisher grab the shiniest one as there was some mix-up with older used extinguishers. So when in doubt check before you try to use it!

Gary mentioned an incident that happened at the field that could have been worse. One of our members has a wooden stand that he had had for many years that he prepares his A/C on & below the stand it has a Fuel pump & the fuel can below the A/C, with some rags to catch a gas drips. Not exactly sure what happened but something, possibly a back fire from the engine, ignited the rags and the heat shot the top off the fuel can with a bang giving the owner quite a shock! A small fire was put out.

Moral - Don't have oily rags at the bottom of your fueling station, & check the system for safety regularly.

### **Committee Reports**

**Fun Fly** – Keith Miller. Next April the 12<sup>th</sup> – Flyer is already out. Trying a new event based on Poker, I got lost in the translation but I'm sure it will all become clear on the day! Gordon Blue food will be available from Bobby Rink BBQ hot dog & hamburgers for \$5 Pilots will get a meal ticket.

Good turnout at last event, no A/C destroyed!



# HANGAR NEWS

**Race Report** – Lance Edmunson -- Rained off on the 22<sup>nd</sup> & the subsequent W/E. Lance has had his 'Loins Girded' & feels that the race will take place on Sunday March the 29<sup>th</sup>.

**Bibliographic Note:**  
Prepare oneself for action, as in *I'm girding up my loins for that crucial interview*. This expression comes from the Bible (Proverbs 31:17) and originally alluded to tucking up the traditional long robe into a Girdle (that is, a belt) so it will not hamper physical activity. [c. 1600]"

PS – A Flyer has already been distributed for the next Race Day.

## Tabled Business

Gary spoke about the discussion at last meeting about revising & refining Field Rules. Keith has taken the point on these rules; number 7 on noise & number 9 regarding transmitter identification (mainly 72 MHz) & number 14 Propeller safety. No motions were set in place. The board has met to discuss these items.

(The results are documented elsewhere in this "Hangar News")

There was some discussion on the Start Up table that was used for Noise testing as it had been moved down by the Storage van? It will be moved back to its original position outside the fence near to Station One.

## Byelaws

Proposed change to Article 3,

"(3) The Treasurer shall collect all moneys and keep a record of income and expenditures. He shall report at each Club meeting on moneys received, spent and the balance. He shall maintain a bank checking account in the Club's name, process bank signature cards for all Club officers and assure that two Club officers (one usually the Treasurer) sign all Club checks. He will arrange for the transfer of the account to the succeeding Treasure. An auditing committee

will audit the books at least once a year. The Treasurer shall maintain the Club roster"

*Proposed Change:*

**"The Treasurer shall collect all moneys and keep a record of income and expenditures. Club fees and dues may be collected by any club officer. Event related fees may be collected by any designated event coordinator. All such fees and dues will be transferred directly to the Treasurer by the close of the next regularly scheduled club meeting. He shall report... (The rest is the same as above)"**

Motion for acceptance as corrected

Proposed: Ron Keith. Seconded: Bobby Rink. Unanimous.

## Events

Swap Meet – Saturday March 7<sup>th</sup>. Advertised in Craig's List.

## New Business

Bruce Allen presented a draft of an "Electric Flyers Safety Rule" document to inform the membership that safety is not just for Glow/Gas models. A copy of this will be in the Newsletter, it will also be put in the Field Rules Manual, displayed at the field & added to the EAP Seminar documentation.

Lock Box to be fitted inside the Peg cabinet which would hold a set of keys to the storage container etc so that certain members can get access for cleaning etc. In progress.

Discussed some form of identity for Field Marshals – in progress.

Retraining all officials on their duties etc.

## Drawing for Free Membership

Joe Stutzman

## Good of the order

Gold Leader Club status 13 years

## Raffle:

Don Westergren – LiPo Tester

Fred Miller – Xacto knife set

Tim Peterson – Propellers & Heat shrink

Fred Miller – Hemostat



# HANGAR NEWS

Shane O'Toole – Electric Screwdriver  
John Irwin – Nitro Fuel  
Jeff Coskey – Heat Gun

**Expense – Tickets & Prizes - \$106.18**

**Income \$123**

**Net \$16.80**

**Adjournment:** The meeting was adjourned at 20:15hrs

## Presidents Message

*April 2015*

Hello again fellow Weedwackers.

First let me apologize for being somewhat absent from the field in the past few weeks. We've been building a new two car garage and just got our final inspection. On top of that, my senior class from Hooper High School in Nebraska was in San Diego for the past three days and I have been playing host and tour guide. The entire class, numbered 42 and 15 were in attendance in SD, plus spouses. I need a break.

With all of that, I have contacted the District Mgr. for Cactus park concerning the "FENCE" removal and when we can assume our former duties of mowing the outfield areas around the runway. No answer yet but I will stay on top of that.

Sadly, we lost another long time member and expert modeler, Leroy Brooks who passed away this last month after a long illness. His family is asking for any input for his memorial, such as personal stories or history of his military service that he might have shared with the membership. If you have anything to contribute contact Don Madison.

The Air and Space Museum in Balboa Park will be building a display on the history of military gliders and one of the models build by another late Weedwacker Carl Gwartney , will top the display. The museum is accepting donations to fund the project. Call me if you wish to contribute and I will put you in contact.

I am working on a design for the Ron Smith Memorial Flying Field and hope to have it ready to present at the next meeting.

The swap meet was another booming success with plenty of sellers and buyers.

The race and fun fly events schedule is in full swing so check the calendar for the dates. They are a lot of fun for spectators and participants.

The Western Days Parade is coming up in April so get those prize winning beauties polished up for the float.

Last note: Stay safe at the field and if you see someone who isn't staying safe, be a good steward of our facility and say something.

See you at the field. Watch your six.

Gary Rold, The Prez.







# HANGAR NEWS

## LeRoy Brooks 2/21/1933 — 3/15/2015

LeRoy joined the Weedwackers in May 2001 and was active in the club, attending most meetings and acting as CD at many club contests. He was well known among San Diego modelers, having owned and operated a Hobby Shop in Hilcrest in the 1970's. LeRoy was probably a member of several clubs through the years in San Diego, and was active in the San Diego Associations of Model Clubs, acting as Chairman for at least a couple years. He was also active working on models at the San Diego Aerospace Museum for over 20 years, including a beautiful big B-29 model. He was a walking encyclopedia in the Model Aircraft Hobby. He has been flying models for over 60 plus years, and knew just about everyone affiliated with the developments that took our hobby to where it is today.



Leroy was born in Kentucky I believe and told about working in the railroad maintenance shops and selling bread in the Kentucky back country. His first wife died of cancer and Joyce his second wife died just a couple of months before Leroy did. She had a long term battle with spinal degeneration and weighed only 70 lbs when she passed away in December 2014.

When he took ill in early November, Greg Carter cared for him as much as possible. Greg would take him to the grocers, barber and pharmacy many times, and they would talk a lot. They were together in December when his Daughter came home to tell him that his Wife Joyce had died in the Hospital. That really affected him a lot. He would talk a lot to me about Her, and I knew that he never really got over her death. He also knew his condition was worsening, but never talked about it much to me or ever complained. Greg worked with his Family a lot as well, and it wasn't long before LeRoy was on Hospice care and confined to his Home. Greg was with him up until an hour before he passed away. He appeared quite comfortable right up until his last few days.

Leroy had an unusual military history. He joined the Army as a young man and wound up in the Airborne division jumping out of airplanes. After some time he left the Army and joined the Navy. He spent over thirty years in the Navy serving on several different kinds of ships and smaller boats. Viet Nam found him assigned to the small boat river patrol and it was an eventful tour., including being blown off the boat by a North Vietnamese rocket and being severely injured. He worked in the engine room of destroyers and told of shifts in 130 degree temperatures. He retired and bought the hobby shop.

Early in his Navy career, his abilities as a Machinist Mate were recognized as being outstanding. He was called into his command's personnel office for an interview and was asked a



# HANGAR NEWS

battery of questions but not told what the purpose of the interview.

A couple of weeks later he received orders to assume the duties of Chief Machinist on the Presidential Yacht.

As part of the crew, all hands were required to perform their duties in dress uniform. This would be problematic as a machinist mate would be working on the boat's engine and related equipment which were probably kept fairly spotless but none the less could cause damage to any clothing worn.

Travel to and from work in the area was required to be done in dress uniform also.

On his first visit to the boat, the new President, John F. Kennedy noted the dress uniform issue and having served on PT boats in WW2 asked why Leroy was not in dungarees. Leroy explained the regulations which The President accepted and said no more.

Two weeks went by before a letter from the White House arrived instructing the crew of the yacht to dress in dungarees when performing their duties aboard the boat and allowing them to travel to and from their work station in dungarees.

The story of course does not end there.

Not long after, Leroy was in route to work when the Shore Patrol stopped him and was prepared to "write him up" for being out of uniform.

Leroy (I assumed was smiling) as he produced a copy of the Presidential decree, and handed to the SP.

After reading the document, signed by the Commander in Chief, the Shore Patrol allowed Leroy to proceed.

Side note: I would give a week's pay to see that knowing smile on Leroy's face.





# HANGAR NEWS

## Proposed Revision to Field Rules

*Keith Miller*

### Rule 7.

#### Current rule:

All model aircraft must meet AMA noise guidelines (96 dBA at 3 meters).

Note: upon receiving a noise complaint from a non-member neighbor of the field, a field marshal or board member may ground an aircraft until measures have been taken to reduce the aircraft's dba level. Any field marshal or board member may sign off on modifications and OK the aircraft for flight.

#### Recommended verbiage:

**All model aircraft must meet AMA noise guidelines (96 dBA at 3 meters).**

**Sound Limits - All model aircraft must measure less than or equal to 96 dBA at 3 meters (10 feet) taken as the highest of measurements measured from the front, rear and on each side of the model.**

Note: upon receiving a noise complaint from a non-member neighbor of the field, a field marshal or board member may ground an aircraft until measures have been taken to reduce the aircraft's dba level. Any field marshal or board member may sign off on modifications and OK the aircraft for flight.

Basis - Recently the AMA published AMA Doc#927, [AMA Sound/Noise Abatement Recommendations](#) in which they've changed the guidelines from 96 dBA at 3 meters to 96 dBA at **20 feet** on soft fields and **98 dBA at 20 feet** over pavement. By the inverse square rule for sound pressure levels, a model that measures 98dBA at 20 feet is equivalent to **104 dBA at 10 feet**. The AMA's guidelines carefully state that it's up to clubs to establish their own limits. I'm confident that we should retain our current limit and remove the reference to the AMA guideline values.

### Rule 9.

#### Current rule:

9. Transmitters must not be turned ON unless the pilot has the appropriate frequency clothespin on the transmitter. Members will place their current AMA card (or a copy) on the pin holder when using the pin. Channel numbers must be displayed on all transmitters. Pilots are financially responsible for damage caused by violating these rules.

- a. Pilots using 2.4 GHz systems should utilize a bright red or orange clothespin on the transmitter to clearly indicate to other pilots that they are on 2.4 GHz. AMA cards need not be placed in the pin box in this case.

#### Recommend change:

9. Transmitters **operating on 72 MHz** must not be turned ON unless the pilot has the appropriate frequency clothespin on the transmitter. Members will place their current AMA card (or a copy) on the pin holder when using the pin. Channel numbers must be displayed on all transmitters. Pilots are **considered** financially responsible for damage caused by violating this rule. **Pilots using 2.4 GHz are not required to utilize transmitter identification pins.**

- a. **Pilots using 2.4 GHz systems should utilize a bright red or orange clothespin on the transmitter to clearly indicate to other pilots that they are on 2.4 GHz. AMA cards need not be placed in the pin box in this case.**

Basis – 2.4 GHz radios are the norm and we've never implemented the red pins; no need to start now. 72 MHz systems still need to be controlled.

### Rule 14.

#### Current rule:

Model should be pointed such that prop blast with engine running will be directed away from other models or people.

#### Recommend change: (complete re-write)

**Model should be pointed such that prop blast with engine running will be directed away from other**



## models or people

14. Propeller Safety: Engines shall not be started or operated in the covered area of the pits. Engines shall be started, tuned and run on or immediately adjacent to a designated run-up table situated within 10' of the pilot station fencing with the nose of the airplane pointing away from the pit area. Engines may also be started at the pilot stations.

Any time an engine is running or an electric system is energized (battery plugged in and ESC powered), the aircraft must be positively restrained by tether, starting table posts or by hand. Transmitter throttle hold or arming functions shall not be considered an alternative to positive restraint.

Basis – Prop blast is less a risk than thrown prop blades, loose props or careless people walking their running planes around in the pits.

With respect to the electric motors, we've also learned time and again that many of our pilots simply don't get it and won't restrain their electrics. Another issue is the common misunderstanding of how ESC's work and how to truly prevent arming a motor. While it's true that electrically opening the throttle signal circuit to an ESC will prevent the ESC from generating a pulsed rotating field, many guys think that "throttle hold" on a transmitter does the same thing. Not true. Any time a throttle cut, throttle hold or arming feature of a transmitter is used, we're relying on software/firmware along with a series of electrical and digital interlocks to keep us safe. We've seen enough radio failures to know that we shouldn't be relying on those features for personnel safety.

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## Statement Opposing Proposed Rule to Require Use of Special Starting Tables:

The proposed rule to require starting of glow-engine powered models on special "starting

tables" is unnecessary. We cannot recall a single incident in 15+ years in which anyone was injured by a propeller which has detached from a model and struck a person.

The shade cover was constructed to protect modelers from sun and other elements while preparing their models for flight. The proposed rule will force glow-engine powered, but not electric-powered, aircraft out into the sun when starting and tuning engines. Furthermore, pilots of glow-powered aircraft will be required to drag engine starters, batteries, primer bottles and assorted ancillary equipment out to the starting tables. This begs the question of what to do with these items during actual flight. Does the flyer "occupy" the table for the duration of the flight and then retrieve his/her equipment after the flight is completed?

The argument given for the new rule is to protect spectators who may stand or sit between the existing prep tables and the flight line. We already have a red line that persons not actively engaged in flying are supposed to stay behind. There are posted written warnings to this effect. We submit that for everyone's benefit it would be better to formalize this prohibition as a formal rule than to add a new burden to the responsibilities of glow (only) flyers.

In summary, we believe that the proposed rule is not the appropriate solution to the perceived (new) problem. We oppose passage of the proposed new rule and urge you to vote it down at the April 7, 2015 meeting.

Signed at Cactus Park, March 20, 2015 10:00 a.m. (Original signatures available on request)

Ben Newkirk  
Dick Clavert  
Donn Stewart  
Pete Larson  
James Weiser





# Fun Fly & BBQ

Sunday April 12th, 2015

9:00 AM to 12:30

**Possible Events:**

- Taxi slalom
- "Poker Hand" Precision Touch-n-Go
- Jelly Bean Haul
- Bomb Drop
- Can-Can
- Climb 'n Glide
- 7-11 Craps!
- Micro Pylon Races
- Loops and Rolls (Flight Drill)

**Classes:** One class fits all

**Prizes** - The winner of each event as well as the overall points winner will take home some terrific prizes!!

**Schedule:**

9:15 Pilots Meeting and Safety Briefing

9:30 Warm-up and trim flights; Sound measurements

9:45 Start the events

11:00 (approx.) - LUNCH

The field will be **closed to regular flying** from 9:45 until the event concludes, usually around 12:30.

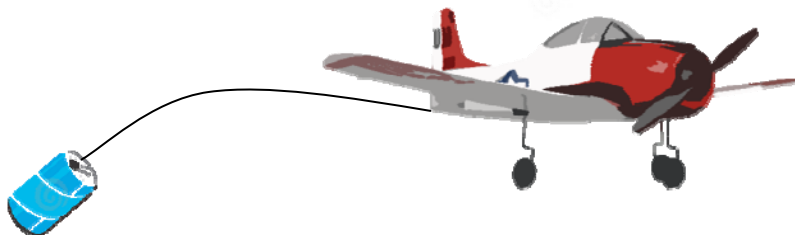
*Pick your plane carefully!*

Events may require both good ground and airborne handling.

**\$10 Entry Fee**

**\$5 for Lunch [Burger or Dog with chips and a beverage]**

Participating pilots get a **FREE LUNCH!!**



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