



HANGAR NEWS

NEWSLETTER FOR THE FIRST WEEDWACKER
AEROSQUADRON
AMA CHARTER # 1651
January 2018

First Weedwacker Aero Squadron
P.O. Box 2044
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Jeff Coskey, Butch Weiser,

Bruce Allan, Larry Bagalini 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 2018

Jan 5 Fri FWW Annual Awards Banquet Carlton Oakes

Jan 13 Sat Field Maintenance (8-10 AM)

Jan 20-21 Desert Fly/Camp Half Hill Dry Lake south of Ocotillo Wells

Awards Banquet Friday January 5

Plan to attend our 2018 Awards Banquet at Carlton Hills Country Club. We have great food, enough room to show off our models, A big raffle and a special raffle for just the ladies, and of course many awards to deserving members for their achievements and services to our club. It is a really great time to get to know other members and their families.

Banquet:

Fri. Jan 5, 2018

Open at 5:00 to

6:00 PM, Dinner

at 7:00 PM.

Carlton Oakes

Country Club





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Meeting Minutes December 5th, 2017

Bruce Allen

The meeting on December 5th, 2017, was called to order by the club President, Keith Miller at 7:00 PM and the membership recited the Pledge of Allegiance in the direction of the flag provided. In attendance were 21, including board members; Vice President Jeff Coskey, Secretary Bruce Allen, & Treasurer Scott Graupmann.

Opening Comments

Keith talked about the kits, engines etc that Bob Boehme is clearing out because of illness. The intent is for the club to help sell the items to members etc. The profits being shared(?) with the family. (Refer to previous emails for lists of the 188 items), Keith brought in a variety of engines in for us to look at tonight & hopefully buy. Bob is well known in the aircraft modeling community for many years & has made many interesting aircraft etc.

The one item we are obtaining from his inventory, which will be a prize on the raffle at the Banquet, is the never used unique O.S. FT120 – Twin barrel engine.

Minutes

Proposed: Steve Ellis, Fred Miller Unanimous

Field Note: The question came up that when we are under a 'Red Flag' closure to flying, can we still access the field & work on a plane etc if we don't fly? Simple answer yes if we are not a fire risk!

Treasurers Report

Opening Balance: \$8,250.85

Income: \$1,335

Expenses: \$(1,703.59)

Ending Balance: \$7,882.26

Includes \$100 for Swap Meet entry, excludes

Raffle expenses for banquet.

Proposed: Rich Crutchfield Seconded, Fred Miller. Unanimous

Safety Report

Ron Keith – Trying to plan training events for 2018

Upcoming Events

Calendar of events are on our Website

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

See Presidents Message in this edition of the Hanger News!

Annual Awards Banquet at Carlton Oaks 5th of January 2018

Anne Allen will provide the Table decorations.

Bobby Rink will provide Deserts.

Bruce Allen- will provide the continuous photo presentation of a year in the Weedwackers featuring, plane, people etc.

Change to previous years Attendance Raffle: Instead of one big \$ item there will now be 4 certificates for Discount Hobbies 2 x \$200 & 2 x \$100. So, it makes good sense to attend meetings!

Calendar 2018

In work, looks pretty much the same as last year plus a few more Fly-ins.

Field & Runway Maintenance Sat Jan 13th. Looking for ways of removing the short stub trees inside of the runway dreaded fence.

One item that's coming is the Glen Merritt camp out & fly at Ocotillo Wells January 20/21. See President Message for more details.

Any ideas for events, let us know!

No Fly Zone Sign

Needs replacing, Keith talked to Larry Kosta Jr who made a terrific job of our banners.



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Larry told him that they have just purchased a machine which will do up to 4ft x 8ft plywood & need to test it, so they are offering to provide the labor to make the sign if we provide the material! We will work on the design to be used.

The Rules Poster on the peg box will be replaced with a larger version.

Drawing for Free membership (must be present)

Mel Duggie—Not present to win

Raffle- (John Irwin czar),

Mark Huyser – Horn

Bruce Allen – Voltage Tester

Keith Miller – Nitro, Ammo Can, Triple A-Batteries

John Irwin – Screwdriver Set.

Arnold Lipschutz – VHS Warbirds Set

Adjourned – 19:50 hrs.

Welcome to:



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".

**DISCOUNT
HOBBY
WAREHOUSE**





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President's Message Jan 2018

Current # of members: 150 (↑+1)

Youngest: 7↔

Oldest: 93↔

Average age: 56.9 (↓0.1)



Membership Renewals

On January 1st the gate combination will change to that number on the back of your membership card. If you don't have a membership card, that probably means that you haven't renewed yet!

Club officers are often available at the field, or dues can be mailed directly to Scott (his mailing address is on the first page of the Hangar News).

Dues can also be paid at the banquet on January 5th.

Your AMA membership must be current!

Dues are \$60 per year, \$30 for each additional family member.

Renewing members aren't prorated, so if you try to wait until March, you'll still owe \$60. Sorry.

Youths less than 19 years of age are free with valid AMA membership.

FAA Registration

Quoted from the AMA blog: "On December 12, 2017, President Donald Trump signed legislation that reverses the earlier court ruling in the John Taylor case and restores the FAA's UAS registration requirement, including for AMA members. AMA believes that registration makes sense at some level, but has pushed for a more reasonable threshold. While we address these issues, members will be legally required to comply with the FAA registration requirement."

The club's stance is that it is the members' responsibility to register with the FAA, and is not a requirement for club membership.

Member registration (or not) with the FAA has no impact on club operations, liabilities or our club AMA charter. For now, I'm taking the stance that it's up to each of you to read and understand the policies that the FAA and AMA have in place and make your own determination how you proceed.

Field and Runway Maintenance Sat Jan 13th

From 8am until 10am we'll be doing some runway and field maintenance. If you'd like to help out, join us! Tasks are primarily limited to taking care of the brush just north of the runway and fill some cracks. It shouldn't take long so we can get back to flying.

Ocotillo Desert Fly-In Jan 20/21

Don't forget that Glen Merritt invited us all to join him at LAT 33.0922697, LON - 116.1052852 on Jan 20/21. It's a dry campsite (no facilities), so come prepared! Or just come out for the day.

From Glen:

"Weedwackers and Guests Borrego desert trip information

Dates: Jan 19-21

[Rain out date the following weekend.]

For many years model airplanes have been flown from Half Hill dry lake bed in Borrego valley. We invite you to experience this with us as we gather a group together to camp on the lakebed, fly aircraft, fire model rockets, have a great campfire in the evening and embrace the local desert. Almost any type of airplane can be flown out there, much will depend on the condition of the lakebed surface.

This is primitive camping, no water, hook-ups or electricity, we are camping on the dirt lakebed. You must bring anything you need for your comfort. It will be nice in the day and as cold as 40 degrees at night so be prepared. All that is required is a standard height, 2wd car to get on the lakebed.



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Borrego Valley is a wonder in our own backyard. You will be just scant miles from Split Mountain and the Borrego badlands, featuring the amazing slot canyon, sand dunes, and other fantastic sights.

While most of our trips enjoy great weather, the desert can be a harsh place. Wind can blow hard and fast, and rain can deluge the lakebed overnight. We will watch the weather and make a call early in the week.

Directions from San Diego,

Please note this link, <https://mapcarta.com/23055602> for specific location information.

Half Hill dry lake bed is a 1 mile square flat spot in the desert 4.5 miles south of Ocotillo Wells off of Split Mountain Rd. to the east. We generally camp in the northwest corner of the lakebed.

There are several ways to get to Ocotillo Wells, choose the one you enjoy the most.

If you wish to go, call me, Glen Merritt at 619-405-5731 so I can contact you with more info as the time approaches.”

2017 Annual Awards Banquet; Details and Call for Donations

For those who've registered for the banquet, **Bring your Hangar Queens!** During the banquet, we'll each have the opportunity to show off our favorite models and have a chance to win one of these categories: Best Scale, Best Sport, Best ARF and People's Choice. The banquet hall will be open as early as 5pm if you wish to arrive a little early. But don't rush it! The bar's not open until 6 pm (and of course, dinner starts at 7 pm).

As I mentioned last month, we have a **huge raffle** planned with prizes valued at more than \$1000! In addition, please let me know in advance if you have a donation worthy of a prize. We're looking for prize-worthy donations that folks would be excited about and will encourage attendees to buy tickets!

For example, we'll have a brand-new-in-the-box OS FT-120 Gemini twin engine recently donated by Bob Boehme!



Welcome New Members - Welcome aboard to some of our most recent new members! None in Nov/December... which I can't figure out because our numbers went up by one....

Happy New Year!
Keith



First Weedwacker Aero Squadron Annual Awards Banquet

Date: Friday 1/5/2018

**6:00 pm Bar
7:00 pm Dinner**

*Tossed Greens with Variety of Dressings
Split Chicken in Chipotle Butter
Beef Tri Tip in Garlic-Black Pepper Rub (carved in
kitchen)
Roasted Redskins with Rosemary and Garlic
Fresh Vegetables
Rolls and Butter
Coffee, Tea at station*

**Carlton Oaks Lodge & Country Club
9200 Inwood Drive, Santee, CA 92071
(619) 448-4242 Ext 7 Fax (619)448-0501**





THE PIAGGIO-PEGNA Pc-7: AHEAD OF ITS' TIME!

Between 1913 and 1931, the Schneider Cup seaplane races brought the creation of some very sleek, modern aircraft designs. The subject ship was built and tested around 1928 in preparation for the 1929 races. Unfortunately, it had technical problems and was withdrawn from the race. In an article appearing in the July 1988 issue of Scale RC Modeler, the statement was made that a successful aircraft model of the design had been built in France. But there was no elaboration and I found no follow-up to that story.

As you can see by the three-view, the ship was part speed boat and part aircraft. It was powered by a large Isotta-Fraschini V6 engine having drive shafts and clutches at both ends of the crankshaft, so that either the air prop or the speed-boat water prop (or both) could be engaged. For takeoff, the air prop was placed in the horizontal position and the water prop used to bring it up to speed. It then rose up on the hydrofoils so the air prop cleared and could be engaged. Upon landing, the air prop was stopped at horizontal again to clear the water as it settled down. How the ship was stabilized from side to side in the water was not described, but my guess is that the wing tips were buoyant and somehow, with a little air-speed the ailerons could be used to level the ship. Why the design wasn't developed further wasn't mentioned, but was possibly a matter of funding.

The technical problem mentioned briefly was severe cavitation of the hydrofoils. At speed, the single large foil would probably rise part way out of the water and spank the waves continuously. It makes you wonder if a more modern hydrofoil design might have solved their problem. Rather than one large foil, modern hydrofoil ships sometimes use several smaller ones, stacked over one another. That way, as speed increases, the higher foils lift out of the water and stop fighting the waves. And even at top speed one or more of the smaller foils remains under water to stabilize the bouncing, while those operating in and out of the waves have smaller surfaces, creating less disturbance. This aircraft would be eligible for 1/2A Scale duration. Be the first on your block!

From SAM 26 and the WATTS NEW, Fresno Radio Modelers

