



HANGAR NEWS

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

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

Sign up for Email Delivery of
Newsletter :

news.weedwackers@gmail.com

Web: <http://www.weedwackers.org>

Club Officers Email:

info.weedwackers@gmail.com

President: Keith Miller 619-405-0192

V-P: Jeffrey Coskey 619-913-1455

Sec: Bruce Allen 760-789-3745

Treas: Scott Graupmann 858-945-6969

10938 Vivaracho Way

San Diego, CA 92124

Fun Fly Chairman Keith Miller

Race Chairman Lance Edmunson

Safety Officer Ron Keith

Field Marshals:

Vernon Gilmore Ron Keith

Dick Milhausen Ken Bryant

Butch Weiser Gary Rold

Fred Miller Jr Tim Peterson

Wings Over Gillespie Liason:

Glenn Merritt 619-405-5731

Raffle Chairman

John Irwin 619-277-2077

Editor: Don Westergren 619-660-1137

3942 Calavo Dr

La Mesa CA 91941

Webmaster: Tim Peterson

webmaster@weedwackers.org

Instructors:

Scott Graupmann* 858-945-6969

Keith Miller* 619-405-0192

Lance Edmunson* 619-995-1348

Richard Crutchfield*

Butch Weiser*

Dick Mulhausen

*AMA Introductory Pilot Program Instructors

Electrical Aircraft Safety Technicians:

Scott Graupmann, Glenn Merritt ,

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

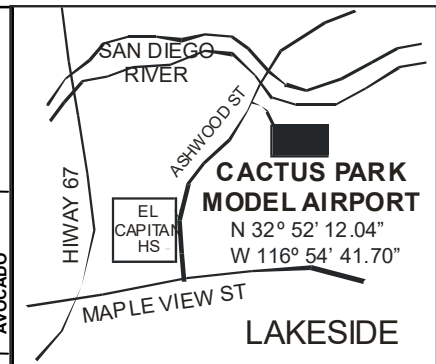
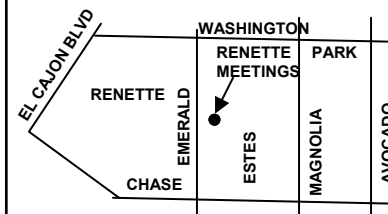
- | | |
|-----------------|--|
| Sept 29-30 | Miramar Air Show, MCAS Miramar |
| Oct 6-7 Sat-Sun | Maker Fair, Balboa Park San Diego |
| Oct 6 Sat | Ramona Air Fair, Ramona Airport |
| Oct 6 Sat | Fall Sailplane Event Palomar Flyers |
| Oct 13 Sat | Swap Meet Alpine Aerosquadron |
| Oct 21 Sat | Otay Lake Float Fly, Otay Lake, CA |
| Nov 2-4 | AMA Expo West, Fairplex, Pomona |
| Nov 9-11 | London Bridge Seaplane Classic Lake Havasu |
| Nov 10 Sat | Veterans Day Tribute, MRCF, Miramar Model |
| Nov 17 Sat | Swap Meet + Toys for Tots, Cactus Park |

Presentations at Club Meeting

Cedric Martin presented his Adjustable Offset Mount that allows thrust angle adjustments while centering the prop/spinner in the nose. William Walker presented videos of his Flying Car concept called "Sky Chaser".



NEXT MEETING:
Tues. Oct 2, 7:00
Renette Park





HANGAR NEWS

Meeting Minutes Sep 2018

Call to order

7:00 pm called to order; Officers present - President, Vice President, Secretary.

Rich and Ryan Crutchfield are at the IMAC World Championships - good luck guys!

Approval of Minutes as presented in last month's Hangar News—Glen Merritt moved, Bill Simmons seconded; approved

Treasurer not present at this meeting; Treasurers report tabled until October meeting.

Safety Officer Report

The Safety Officer wasn't present this month, but we discussed practices that we could implement that would improve our fire response. As of late, we've been staging extinguishers at the flight stations which is fine as long as they're stowed at the end of the day.

With respect to keeping the north gate unlocked while flying, there was discussion and concern that it will likely be left open. Mark Huysen recommended some type of flag/indicator at the gate, or better yet on the pin box door that reminds those locking up that the north gate needs to be locked. The Board took action to replace the north gate padlock as it often is difficult or fails to lock.

Upcoming Events

Maker Faire Oct 6th and 7th

Weedwackers will participate in conjunction with Palomar RC Flyers to man the booth. Bruce volunteered to help

Sat-Sun Sep 29-30, 2018 Miramar Air Show MCAS Miramar

Sat Oct 6, 2018 9am – 3pm Ramona Air Fair & Fly-In 2926 Montecito Road, Ramona, CA

Sat-Sun Oct 6-7, 2018 10am – 6pm Maker

Faire San Diego Balboa Park

Sat Oct 6, 2018 10:30am – 3:30pm 5th Annual Fall Sailplane Event Palomar RC Flyers

Sat Oct 13, 2018 7 – 11am Swap Meet, Alpine Aerosquadron 11928 Singer Ln, Spring Valley, CA 91978, USA

Sun Oct 21, 2018 8am – 1pm 26th Annual Otay Lake Float Fly Otay Lake Float Fly

Fri-Sun Nov 2-4, 2018 All day AMA Expo West Fairplex Exposition Complex, Pomona

Fri-Sun Nov 9-11, 2018 All day 33rd Annual London Bridge Seaplane Classic Fun-Fly Lake Havasu State Park

Sat Nov. 10, 2018 All day MRCF Veterans Day Tribute MRCF Flying Field

Sat Nov 17, 2018 7:30 – 11:30am Swap Meet and Toys for Tots Drive, Ron Smith Memorial Flying Field (Weedwackers)

When we discussed the Annual London Bridge Fun-Fly, Bruce reminded us that the REAL London Bridge is here at Lake Havasu!

Old Business:

Handicapped Parking signs

POC Bruce - need buy signs and cross-beam
Bruce now has a 2nd sign and will pass it to someone while he's vacationing in the UK; Word is that Ron Keith would work the task of hanging the signs.

Helicopter pad east of Station 1

Proposed rules revision (Jeff to draft)

Dues Increase (discussion)

Bylaw revision presented and proposed in September newsletter - \$75+\$50 initiation
Voting will occur at October meeting.

There was discussion associated with dedicating the additional \$15 per person per year to a runway maintenance fund or dedicated earmark, rather than being held in the general fund. The Board reminded the attendees that there are several reasons not to:



HANGAR NEWS

The dues are being raised based on the simple fact that, in order to operate the club AND properly maintain a runway, overall income needs to be increased. We've operated from a single general fund for 40+ years and it's worked fine.

One member recognized and stated that he fully trusts the Board to manage annual expenditures and the budget (thanks!).

Our banking and financial record-keeping practices don't lend themselves to categorizing each financial transaction. We have simple spreadsheets to keep rudimentary records and don't have accounting tools such as Quicken.

Where very large investments are needed (i.e. complete repaving in 2016), special assessments historically fail. Being applied to every member, people would rather leave the club than pay a special assessment. Rather, we successfully collected voluntary contributions from very generous members.

Badges were brought up; a member noted that often he's seen people flying at the field without a badge. We remind the members that, if you see someone flying without a badge, it's up to you the member to say something either to that person directly, or to a Field Marshal.

Rules Review (field rules, bylaws, AMA Safety Code or AMA Safety Handbook)

Rule 17. Parking is permitted in designated areas only; at least 15 feet clear of the pit area.

This is to allow for quick egress of parked vehicles and to ensure cars are some safe distance away from pit hazards.

New Business

The main gate anchor pole (that inserts into a hole in the driveway when closed/locked) is being bent. No one knows who or how. (Later discussions are that there may be people who back up to the gate to park and sleep; when they do, the back up too far.)

This will require some careful and creative means to straighten it, or we may have to call in the County.

A question was asked as to how to handle field lock-up when the last member is leaving but there are County employees on the premises. On occasion, County employees may enter the park for maintenance while our gates are already open. Answer: talk to them. Coordinate to ensure that they're aware that our lock needs to be latched when they leave, or that they need to unlock their own so that we can lock ours.

Consideration of methods to increase club membership were discussed. If we could promote the club beyond our current 100 or so members, our financial situation would improve.

Visibility at events: Bruce will address the Ramona Air Show chaps to set up a booth/tent at their annual event. The Gillespie Air Show (aka Wings Over Gillespie) has died.

The club DOES participate in TEDx Kids and Maker Faire which yields great exposure with youngsters.

We've not had interaction with local high schools or scouts simply because no one's volunteered to take that up. At tonight's meeting, Bobby offered to approach the Scouts (yeah!!), and another offered to look into approaching local schools. There was a word of caution that background checks may be required for anyone associating with youth, but that's to be verified.

Local News Media - Mark Huyser offered to look into bringing news media out to the field. This would be a great idea!

Bumper stickers and shirts with our logo was brought up; these are investments that the Board would have to track, and measuring the return-on-investment would be nearly impossible without implementing a dedicating marketing project. However, shirts could be pre-ordered by members such that the club doesn't carry the burden.

There was a recommendation to set up at AMA West Expo, however when considering the price of a booth and personal investment, it seems this is likely a non-starter. In addition, a member reminded us that people who attend that show are likely not looking for a flying field; they're likely



HANGAR NEWS

already fully engaged with a club.

A recommendation was made to put flyers and/or a banner at local hobby shops. This could be considered.

Drawing for free membership - No drawing this month - Scott wasn't in attendance.

Demonstrations and Training: Cedric Martin - Adjustable Offset Mount

The invention began when he wished to avoid multiple iteration of washers and shims to achieve the desired thrust angles on motor mounts. Cedric presented his invention which was discussed last month. The key features are spherical interfaces that, when adjusted for vertical or horizontal offsets, keep the motor drive plate centered on the aircraft axis. The design could also be used for smaller glow engines. Final design would include four sizes handling up to 65cc and likely be from CNC aluminum. Vernier scales along each axis provide offset indication down to 1/4 degrees. Cedric handed out some literature and asked members to participate in a market research survey to help him with marketing plans. He would appreciate our input at www.surveymonkey.com/r/W6K8K25. The survey takes just a couple of minutes, but would only be useful if you've seen the presentation or read his article. [Keith's note: While patents are pending, the details won't be posted to the club publicly, but if anyone is interested, copies could be mailed out.]

William Walker - Flying Car - "Sky Chaser"

William presented a slide show and video of his venture into full-scale flying cars. Many of you may have seen his work at the field. The Sky Chaser is capable of travel on the road, in water and in the air. It can also take off nearly vertically. William demonstrated a virtual proof-of-concept through a 1000 lb digital model loaded into a Real Flight

Simulator at full scale. The simulator applies true physical properties and shows that the design meets all requirements!

Model Sharing

Warren Wood showed off his Pietenpol Air Camper that he built in a parallel effort with Ken Lawrence (Ken presented his last month, and brought it again tonight to show the likeness of the two.). Warren explained how delicate the light-weight construction is, and that it hasn't yet been maiden. In the photos, Warren's is the white/blue model, while Ken's is cream.



Ken also displayed his "Old School" sheetwood model with a V-tail. He uses a Rimfire 250 on 2S 400 mAh batteries. Taxi tests are done and it's ready for a maiden flight. CaliGraphics did the lettering.

Raffle

- Arnold Gallon of VP nitro fuel
- Bruce Field tool, Kinexsis
- Arnold \$10 Gift Certificate to DHW
- Cedric Micro blow-torch
- Keith Big Vision magnifying goggles
- Arnold Pair of mini foam gliders
- Richard Set of paint brushes
- Bruce Hexicopter with camera - BNF
- Richard Star tool kit
- Julian Helping hands with magnifying glass
- Bill Book - Science Experiments
- Mark Multi-meter
- Arnold Guillow's glider and stir sticks
- Jeff Grand Prize - brand new GMS 47 engine

Adjournment The meeting adjourned sometime close to 9 pm - I missed it (Keith)



HANGAR NEWS

President's Message Oct 2018

Dues Increase - Proposed Bylaws Change

Last month I made the motion to revise our bylaws specific to Article 5, Finances; specifically our annual dues. The motion will come to the table at the October meeting for a vote. The motion was presented in the September Hangar News.

The changes are shown with original text in strikethrough and the revised text in bold.

Article 5. FINANCES

B. Initiation Fee

(1) Each new Regular Member is assessed a one-time initiation fee in the amount of ~~\$40~~ **\$50**.

C. Dues

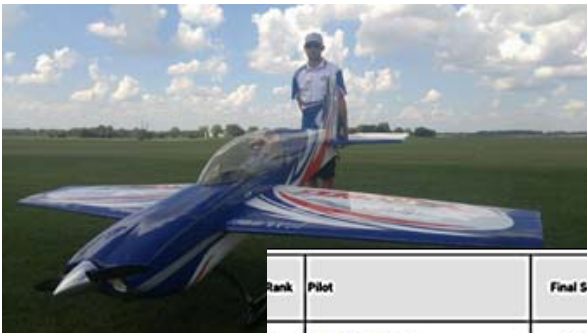
(1) Regular Membership dues are ~~\$60~~ **\$75** per year.

Maker Faire October 6th and 7th, Balboa Park

Hopefully within the next couple of weeks we'll see more interest from membership in participating and helping with the Maker Faire event. We plan on hosting a table/booth alongside the Palomar club. Currently Bruce is our only volunteer. Let's get out there and show some interest.

Ryan at Worlds!

Congratulations to our own Ryan Crutchfield for placing 5th at the IMAC World Championships held in early September!



Rules Revision - Helicopter Station "H"

We've established an approximately 70 foot area east of the flight line for testing of new rotary-wing airships and close-in hover drills that would normally impede regular flight operations on stations #1-5. This area is also available for expert pilots to fly extreme 3D flight without interfering with fixed wing flight paths.

Obviously attention will need to be paid by all pilots when fixed winged aircraft are on landing approach. This concept has been demonstrated for the past several months and nearly all fixed-wing pilots interviewed believe it's a good plan and isn't a significant distraction.

Rotary wing pilots must remain aware of fixed wing aircraft and helicopters that are flying in the normal pattern from stations #1-5. That being said, fixed winged pilots need to make a concerted effort to loudly announce their intention to land, most importantly if they're "dead stick". We've recently shown that pilots often don't announce their intentions loudly

enough to be heard from one end of the field to the other, but that a chain of relay announcements works very well. That is to say, we've been passing the word down the line of what other pilots are doing.



Rank	Pilot	Final Score	Known						Unknown	
			Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 1	Round 2
			Seq 1	Seq 1	Seq 1	Seq 1	Seq 1	Seq 1		
1	Bruce Gayden - USA	4,992.6	998.6	1,000.0	1,000.0	945.3 thrown	962.6 thrown	1,000.0	494.1	500.0
2	Binkratz Sam - USA	4,902.4	1,000.0	984.7	941.3 thrown	973.1	963.9	960.5 thrown	500.0	480.7
3	Young Luke - USA	4,868.1	954.5	944.3 thrown	940.3 thrown	990.3	1,000.0	988.4	476.3	458.6
4	Hedrick JJ - USA	4,797.0	929.3 thrown	916.3 thrown	939.5	1,000.0	951.1	933.8	499.2	473.5
5	Crutchfield Ryan - USA	4,742.6	977.3	933.5	918.1 thrown	910 thrown	928.0	988.7	446.1	468.9
6	Lambert Rhett - USA	4,657.7	944.8 thrown	954.3	917.4	986.9	909.8	901.8 thrown	434.8	454.5



We're considering how to mark off appropriate rotary wing flying areas for Station H which will likely be a designated 70 foot circle. In following with the AMA flying field layout guidelines which permits side lobes for certain activities, we'll consider an extension of the red/white apron boundary line to be the safety line for Station H (see the attached sketch).

To accommodate this change, several rules are proposed for revision as presented below. I'm also moving to improve on Rule 11c which, for some reason, never mentioned anything about announcements! These revisions will be on the table for club approval at the October 2nd meeting. Added or revised text is in **BOLD**. Rule 13 is new, in its entirety.

10. Pilots must stand behind the fence in one of five flight stations for takeoff, flight and landings (5 planes maximum at any time). **Refer to Rule 13 below regarding Station "H" for helicopters.**

11. c. All aircraft will yield to aircraft landing and taking off. **Pilots shall announce intentions to take off and land.**

12. Pilots should normally fly in a right hand conventional oval traffic pattern when in the landing pattern and other planes are also flying (except for dead stick landings or when the wind is from the east). **Aerobic**

maneuvers and helicopter flight shall be performed north of the paved runway unless in a landing pattern pilots may fly at the field when following the guideline that when fixed wing models are flying, they will conform to the fixed wing pattern of flight.

13. Helicopter, Multirotor, FPV and Heli-Pad Rules - Station "H"

a. Helicopters and multi-rotor aircraft may fly at the heli-pad to the west of the pit area bounded by the fence and the apron boundary.

b. FPV flights must follow regulations of AMA Document 550. Most importantly, FPV flights require an FPV pilot to have a spotter next to him/her maintaining visual line-of-sight with the FPV aircraft throughout its flight.

c. Helicopter/multirotor pilots flying from Station H shall remain aware of fixed wing aircraft and helicopters that are flying in the normal pattern from stations 1-5, and shall give way to aircraft in the landing approach.

d. In the case of west to east fixed wing landings during which pilots at Station H may not see the aircraft, it is incumbent upon the fixed wing pilots to ensure that the pilots at Station H can hear of their intent to land west to east.

e. Flights from Station H must remain within all airfield boundaries.

d. Note: During flight from Station H, pilots could be in the direct path of an aircraft in an emergency landing situation. It is up to Station H pilots to have heightened awareness of all aircraft that are in the approach area.

In other news - Gold Leader Club is sustained

We received the following from Erin Dobbs of the AMA. Of note, Don Madison's legacy lives on. It's apparent how deeply his influence reached into the community.



HANGAR NEWS

From: Erin Dobbs
Sent: Wednesday, September 19, 2018 2:09 PM
To: Keith Miller
Subject: AMA Leader Club Confirmation - Gold

Hey Keith,

Attached is the confirmation for the First Weedwacker Aero Squadron's Gold Leader club status. Thank you for continuing to make this happen. I know that Don would be so happy with you! □ I did get to talk with his daughter and I was so thankful for the opportunity and to hear a few more stories about Don. He was certainly a great person who was always willing to help. I will miss him.

Thanks again for supporting AMA and the AMA Leader Club Program. You should be very proud of your club!

Take care,



Erin Dobbs | Marketing Partner Lead
Academy of Model Aeronautics
1-800-435-9262 Ext. 272
erind@modelaircraft.org
modelaircraft.org

Guest Speaker in October

The speaker we have for the October meeting is Chuck McFarland. He is the Chief of Air Operations for the San Diego Fire Rescue Department and the chief helicopter pilot for the air ops squadron. Thanks to Ron Keith for setting this up! These are some of the topics he will be talking about:

- Fire suppression
- Rescues
- Flight ops
- Police and lifeguard backup
- Background and personal insight
- Question and answers

Club Officer Nominations

We're approaching yet another electoral cycle! Nominations for the club officer positions will be accepted at October meeting with a vote at the November meeting. Officer positions include President, Vice President, Treasurer and Secretary. All other positions are by appointment. Self-nominations will be accepted! If you're interested or wish to nominate a fellow member, please speak up! As of this writing, all for of the incumbent officers have agreed to run for their respective offices. Any challengers?

C. Elections:

(1) Officer Qualifications

- a. All officers shall be a Regular Member*
- b. A candidate for President must be a member in good standing for a least one year. Candidates for the other offices must have been a member in good standing for a minimum of six months prior to the election.*
- c. An officer may serve more than one year consecutively in one office.*
- d. A member may be nominated for only one office since a single secret ballot will be cast for all offices simultaneously.*

Battery Disposal - OK,

this has to stop! Very recently, Jeff and I cleaned out 28 batteries from three of the sand buckets and metal battery cans. This is unsatisfactory. While we pay for an outhouse for you to pee in, and trash disposal pick-up for your coffee



cups and broken plane parts, we don't have a battery recycling and disposal program. The cans and sand buckets are there for you to place your potentially damaged batteries during a cooling-off period before you take them home with you at the end of your flying session. These are NOT disposal bins; we DON'T have a service that comes around to



take your batteries away. Jeff and I spent a good 20 minutes after one of our flying sessions shorting out the batteries so that he could take them home to a salt bath for disposal. This isn't our job - it's yours. Take your batteries home with you in your LiPo sack or ammo can, or whatever you want that will provide safe transportation home.

An excerpt from one of our newsletters in 2010:

The following is a recommended method for disposing of LiPo batteries.

DO NOT intentionally puncture a charged cell, ever. If a cell has swollen or ballooned during charging or normal use, place it in a fire safe place (sand, metal box, LiPo Sac), especially if you were charging it when it ballooned. We have four buckets of sand in the pits specifically for this purpose.

Observe the battery for at least twenty minutes after a crash. During transportation, take extra handling precautions since a crashed battery may be compromised and may fail catastrophically even after the crash.

Discharge the cell/pack slowly. This can be done by wiring an automotive (12v) or flashlight bulb of appropriate voltage (higher voltage is ok, lower voltage is not) up to your batteries connector type and attaching the bulb to the battery. For example, a 3-cell 11.1v LiPo pack can be discharged through a normal 12v automotive bulb, whereas a 3v flashlight bulb would immediately pop. However, a 3v flashlight bulb could be used for a single 3.7v LiPo cell. Wait until the light is completely off, and better yet for at least 24 hours. You can also discharge the LiPo pack using your LiPo discharger set at its lowest cutoff voltage, and setting the current to C/10 (1/10th of the "C" capacity of the battery).

Check the pack to ensure its voltage is less than 1v per cell (measure the pack and divide the voltage by the number of cells, or measure each cell individually using the

balance connector). Once the cells have been confirmed as discharged (< 1v), carefully make a small slit in the envelope of each cell, and **soak the battery** in a covered plastic container of **salt water** (1/2 cup per gallon) for a few hours. This step is not meant to discharge the battery. Rather, this step introduces the ionic liquid into punctures in the foil seals around and between the cells, and shorts the anode and cathode laminations through the porous separator membrane, thus neutralizing the battery. If left in the salt bath for too long, galvanic corrosion of the positive foil leads may eat them away, preventing any means of safely measuring or further discharging the battery. The battery can now be discarded in regular trash. Lithium-ion polymer (LiPo) batteries contain lithium, cobalt and manganese, none of which are considered heavy or toxic metals, and none of which are listed as hazardous banned from trash in California or in the Code of Federal Regulations, Title 40. *[As described later, California passed a recycling act, however the law verbiage is focused on batteries with hazardous materials or heavy metals. Ideally we follow that act, however I wish to make it known that LiPo packs don't contain these hazardous materials.]*

After a CRASH, lithium cells may be damaged such that they are shorted inside. The cells may look just fine. After ANY crash, carefully remove the battery pack from the aircraft, put it in a fire safe place and **watch it carefully for at least 20 minutes**. If NO swelling occurs, charge the battery slowly and watch it carefully - it may be just fine. If swelling occurs after a crash, or if the foil covering is split, torn or punctured in any way, do NOT attempt to discharge the batteries, as the physical damage may have caused internal shorts which may lead to thermal run-away during discharge. Instead, use the salt water method described above. You may see the pack swell considerably while submerged, as



HANGAR NEWS

the salt water will in fact discharge the punctured cells while in a submerged cooling medium. The disadvantage here is that any cells that were NOT punctured or shorted in the crash and retained their foil seal may not discharge if the salt water cannot penetrate into the laminations.

Remember, the goal is to avoid intentionally puncturing cells with a charge. Check each cell voltage. If any cells indicate $> 1v$, these cells may never have been damaged, and had no punctures through which the salt bath could penetrate. Discharge these cells slowly with the light bulb or discharger method used above, in a fire safe place. Re-verify the cell (s) are less than $1v$, then slit that cell and soak in salt water for a few more hours, then discard the battery.

Other batteries used in our hobby that contain hazardous chemicals such as mercury, cadmium and lead don't require such special treatment, but they **cannot be thrown in regular trash**. They must be recycled. The Rechargeable Battery Recycling Act (AB 1125), which went into effect in CA on July 1, 2006, requires retailers that sell rechargeable batteries to take back and recycle batteries of the same type or make. Modeled after the same takeback concept of the cell phone bill, this legislation creates convenience and incentive for consumers.

See http://www.leginfo.ca.gov/pub/05-06/bill/asm/ab_1101-1150/ab_1125_bill_20051006_chaptered.html.

I'll not be able to attend the October meeting and will pass my duties to our Vice President Jeff and the supportive Officers. Time to visit Milwaukee and a niece who's being wed.

Keith

Welcome to:

Cafe 67

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".

DISCOUNT
HOBBY
WAREHOUSE

EL CAJON
HOBBIES
LAND ★ AIR ★ SEA ★ GAS ★ ELECTRIC