



HANGAR NEWS

NEWSLETTER FOR THE FIRST WEEDWACKER
AEROSQUADRON
AMA CHARTER # 1651
June 2019

First Weedwacker Aero Squadron
P.O. Box 2044
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Butch Weiser Gary Rold
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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 2019

June 16 Sat Swap Meet Discount Warehouse
June 22 Sat FunFly / BBQ Cactus park
Aug 17 Sat National Aviation Day
July 11 Sat Summer Luncheon TBD

Members Who Have Passed On

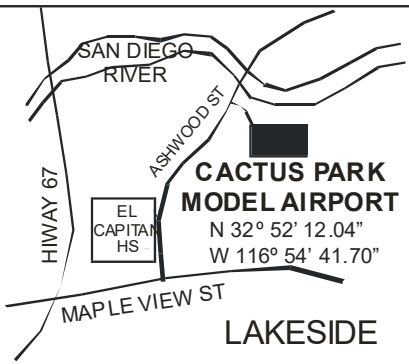
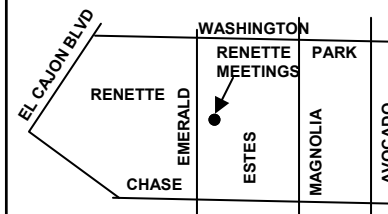
Long time member Larry Warden passed away April 27, 2019. Larry joined the club in 1990, he was 97 years old, and our oldest member. His son Lawrence Warden provided a very nice biography of Larry, which is presented in this newsletter. Larry was honored at our 2017 Scale Flyin with the Lifetime Achievement Award. He was a true Master Craftsman, friend and gentleman. A very nice memorial gathering was held May 26 for Larry and his wife Joan who passed away last year.



Paul Lance passed away last October. Paul was our club's treasurer from 1995 to 2001. We just heard about his passing this month and have no details. Paul was a master machinist by trade. During his tenure as treasurer our club financed the first major runway and pit area repaving.



NEXT MEETING:
Tues. June 4, 7:00
Renette Park





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Meeting Minutes May 7th 2019

Bruce Allen

The meeting on May 7th, 2019, 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 17, plus board members, Vice President Jeff Coskey, Treasurer Scott Graupmann & Secretary Bruce Allen.

Opening Comments

(Be sure to add your attendance raffle ticket to the tub for the drawing at the January banquet)

Approval of Minutes in last month's Hangar News

Proposed: Ron Keith, Second Ken Lawrence
Unanimous.

Treasurers Report

Opening Balance: \$6,651
Income: \$2,598.25
Expenses: \$(972.94)
Ending Balance: \$6,087.87

Main income came from Estate Sales:
Ben Newkirk - \$4,225 (See Presidents Message)
Gary Smith – Collection of items - \$240
Bob Boehme - Various Diesel Engines.

(FYI, We made \$473 from Pilots Landing Fees, Lunch, Main Raffle at the Fly-In)

Proposed: Ritch Crutchfield, Seconded: Fred Miller - Unanimous

Safety Report

Ron has put together a “Crash Bag” (Red Bag) which contains all you need to pick up the bits of your beloved plane that had a whoopsie! Don't forget a trash bag & a Shovel etc. Picture to be provided.

New Gate- The County have installed a large vehicle Gate on the fence at the back of the area we use for Swap Meets etc. This is to allow the DPW Closed Landfills to continue investigations to determine the waste limits at the Cactus Park Burn Site.

It should not affect us as they have access to the Main gate.

NOTE! Three times last month the Weedwacker combi lock was not locked!! If you are the last one out & lock the gate with our lock, once it is closed make sure to spin the combi numbers so the lock can't 'fall' open!

Upcoming Events

Calendar of events are on our Website <http://www.weedwackers.org/ww/events/>

- Sat May 11 Clean-up Weeding Cactus Park
- Sat May 25 Fire & Safety Training
- Sat June 16 Swap Meet Discount Warehouse
- Sat June 22 Fun-Fly BBQ Cactus Park
- Sat Aug 17 Nat. Aviation Day TriCiy Flyers
- Sat July 11 Summer Luncheon TBD

Keith proposed to allocate \$150 for food for the June Fun-fly:

Proposed: Keith Miller, Seconded: Glen Merritt - Unanimous

Facebook

Discussions over issues with our Facebook Page in terms of access for people who don't want a FB account. TBD

Drawing for Free Membership (must be present)

Terry Morgan

Show & Tell

Ken Lawrence – Showed his beautiful “Robinhood 25”. It is a fun-scale version of the Curtiss Robin built back in the 1920's This model retains all the good, clean looks of the original marketed by World Engines in the 1980's and retains all the great flying characteristics that make a good sport airplane”.

As will see from the Video Ken, as usual has built a beautiful version with an Electric Motor.

Raffle

- | | |
|--------------------|-------------------------|
| Keith Miller | Headlight, \$10 Voucher |
| Arnold Lipschutz | \$10 Voucher |
| Mark Huyser | Nitro |
| Jeff Coskey | Piper Plane |
| Fred Miller | Multi-Tool |
| Rich Crutchfield | Book |
| Julian Sonderegger | Book |

Adjourn: 20:00



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President's Message Jun 2019

For me, not such a good month as far as flying goes. With the rain, working the Field Day and running auctions, I think I got in three RC flights. But hey - that's three, right! I had some bad luck at the control line field. For those of you who might understand, recovery from an engine-out when you've just started the up-line of an outside square is nearly impossible. Once the lines go slack, there's no control from the handle, and this ol' fart just couldn't back up fast enough to take up the slack. Let's just say the plane went home in about 30 pieces. (sad face)

Estate Income in memory of Ben Newkirk

We continue to push through the vast collection that Ben and Pam provided to the club. In the past month, all of his built models were sold, as well as a few engines and kits.

Total to date: \$4225

Upcoming events:

Ron Keith will conduct our **Annual Safety and Fire Extinguisher Training on Saturday May 25th** at 9:00 am. You should have received that email reminder. He has a special event planned for us!

A **Fun-Fly and BBQ** is on the books for **Saturday June 22nd** - see the attached flyer.

Recent Events:

On Saturday May 11th, enduring the rain, we conducted our annual **Field Day**. Many thanks to a surprisingly big crowd who came out in rain coats, ponchos, or simply appeared as wet T-shirt contestants. Those guys were:

Scott and Max Graupmann with friend Gunner, Ron Keith, Jeff Coskey, Tim Peterson, Kevin Pothier (who generously provided the pressure washer), Art Flores, Tom Kenan, Lester Moore, Julian Sonderegger, and Pete Pease.

What was really weird was that, just the weekend prior, Jeff and I ran up all of the powered equipment thinking that we were all

smart and stuff, gettin' all prepared. Well, dang. The leave blower quit running as did the weed mower, both acting lean. I'm overhauling the blower carb now. The oil sump on the large riding mower filled with gas! - man, was that a mess and chore to clear.

We then held the **Armed Forces Day Scale Fly-In on Saturday May 18th** which turned out to be an awesome event. Art and Dick's exceptional planning kept the weather clear, the day warm and the airways crash-free! (I think)

If I recall correctly, we had 17 entries and enough of a crowd that our cooks had to send out for more burgers!

The winners of the 2019 Armed Forces Day Scale Fly-In are:

Judges' Choice - Larry Kosta Jr., USAF T-6 Texan
Best Civilian - Dick Clavert, CAL-Fire OV-10 Bronco

People's Choice and Best Military - Trent Alford, Fokker D-VII

Let me thank those who contributed -

Art Flores and Dick Milhausen were the overall Event Coordinators and also took care of raffle prize procurement. Nicely done gents!

Ron Keith helped me with movement of Ben's estate property, conducted the event Safety Brief, assisted with food prep, brought his home-made potato salad and ran the raffle (whew!). Ron -thank you!

Bobby Rink ("Chef Bobby") performed flawlessly at the grill as always and made sure our beverages were chilled.

Jeff Coskey helped with set up of the auction display and took care of no less than a dozen other tasks that needed attention, as always.

Bruce Allen was our Entrant Administrator, barista (dude who maketh coffee), and took care of raffle ticket sales and all things financial.

Good job guys!!!

The Scale Fly-In brought in I think about \$480



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which is a good offset to the roughly \$700 in expenses for raffle prizes, plaques and food. The net sales for Ben's Silent Auction were \$923.

Letters to the Editor

This came from my mom, Carole Miller - and I'm very happy and proud to share it with you:

I'm the wife, mother and grandmother of three of your members, and am especially proud to have witnessed my grandson's receipt of his Bachelor of Science degree in Aeronautical Engineering from S.D. State University on Sat. May 18, 2019. As members of the Weed Wackers I assume you are also proud of members who make their hobby their career choice . It shows the prestige of a model airplane hobby for up and coming new members. Congrats Jeramy Miller....we love you!

Recent donations to the club

With the passing of Larry (Laury) Warden, his son Laurence and family donated some of Larry's remaining modeling tools, engines and transmitters. Larry's prize scale models had already been distributed amongst friends, family and the San Diego Aerospace Museum. We'll make his goods available to the club over the next month or so.

A local rubber-powered free-flight enthusiast, Mike Jester, also donated a collection of some vintage engines that he'd gathered from a friend. A couple were made available during the Armed Forces Day Fly-in and auction with no takers. At the time of this writing, the engines (10 total) are on the eBay market. Thanks to Mike's generosity, I expect we'll bring a couple hundert \$\$.

FAA and AMA working again...

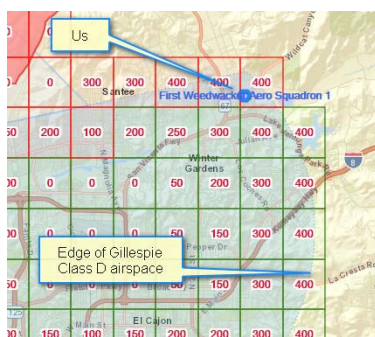
"The FAA Reauthorization Act of 2018 will require all clubs within controlled airspace to have an LOA with ATC facilities." We're just

inside the Class D airspace for Gillespie Field. LOA is "Letter of Agreement".

If you're curious about our proximity to KSEE, follow this link to "Visualize It" - to see FAA UAS Data on a map.

<https://www.arcgis.com/apps/webappviewer/index.html?id=9c2e4406710048e19806ebf6a06754ad>

From that site, the screenshots below show our relative position just inside of the Gillespie Field Class D airspace boundary (blue tinted semicircle). The grid with numbers in it represents the FAA UAS Facility coverage; in our case, we have a 400' ceiling, and the red square indicates that our particular grid location is not LAANC ready. LAANC is the Low Altitude Authorization and Notification Capability, a collaboration between FAA and Industry. While it doesn't apply to us, it's a tool (phone app) that Part 107 certified drone pilots can use to get authorization to fly drones in that airspace below the altitude shown. Under the small UAS rule, pilots or operators planning to fly in controlled airspace under 400 ft. must receive an airspace authorization from the FAA.





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We started this LOA process with the air traffic controller (ATC) at “KSEE” (Gillespie) in 2016, but given the state of flux between congress, the FAA and AMA, that was tabled. The traffic manager at KSEE was just fine with letting it rest at the time; they’re fully aware of our presence and had no urgency for us to enter a formal agreement.

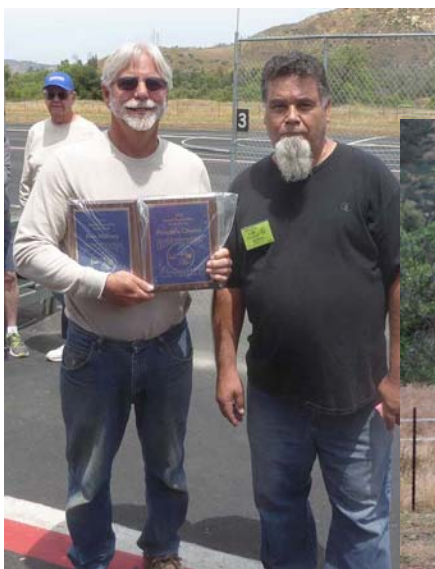
The AMA is keeping me well aware of their activities with the FAA as they build a list of affected flying clubs. As I understand it, the AMA will submit our detailed information (location, operating times, club airspace, etc.) to the FAA after which an LOA will be filed between us and KSEE. Either that, or they’ll give us their latest template and I’ll have to file it with KSEE directly. We’ll see how that all pans out.

New Members - Welcome to our latest addition Steve Jones! Membership stands at 116 fine pilots and growing!

See you soon!
Keith

Scale Fly-In Awards

People’s Choice and Best Military - Trent Alford, Fokker D-VII



Best Civilian - Dick Clavert, CAL-Fire OV-10 Bronco



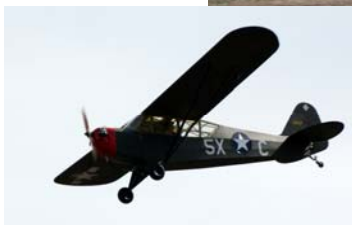
Judges’ Choice - Larry Kosta Jr., USAF T-6 Texan2





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Scale Fly-In May 18, 2019





Fun Fly— Jun 22nd, 2019

FUN FLY & BBQ

Saturday June 22nd,
2019
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!!**



CD
Keith Miller, Glenn Merritt
keeferm@cox.net
619-405-0192 (c)





Laurence Warden

May 17th, 1921 - April 27th, 2019

Laurence Henry Warden passed away of natural causes on April 27th at his home near Mission Bay just a few weeks short of his 98th birthday. Mr. Warden was born in Bridlington, in the Northeast of England in May 17th, 1921. His father was an insurance executive and he and his family lived a comfortable life in this seaside town which was popular



for vacationers. From an early age, Mr. Warden was fascinated by airplanes and began to make rubber powered models using balsa, tissue and dope. His interest in building planes turned from a hobby to a career in 1938 when he joined Blackburn Aircraft in Brough, East Yorkshire as a drawing apprentice. At this time, studying to be an Engineer began by learning trade skills, such as machining, sheet metal and foundry work. Nights and weekends were designated for study, and after several years he was moved to the drawing office as a full-time engineer.

During 1942 Mr. Warden worked for Supermarine, the famous high-speed seaplane company where he did modifications on the Spitfire Mark V, specifically on the wing and fairing of the wing mounted guns. Working during WWII in England had its challenges as it was always a risk the factory would be bombed at night. As result, they routinely stored the drawings and documents underground each night to prevent them from being lost. On more than one occasion the drawing office was badly damaged during a

night raid, so a new office had to be improvised while the main office was repaired. Mr. Warden was a talented cartoonist and during this time often created humorous caricatures of his fellow coworkers and other topical subjects he found amusing.

Following work on the Spitfire, Mr. Warden returned to work at Blackburn until 1951, after which he moved briefly to Handley Page, then back to Blackburn where he worked until 1957. While at Blackburn he married Marjorie



Joan May

in 1953, a beautiful lady from the Brough area nearby the factory. The couple immigrated to Toronto, Canada in 1957 where Mr. Warden worked at Avro. The young couple enjoyed touring the North East, camping, exploring and spending time with friends. The immigration from England of engineers and scientists to North America was common during this period and was known as the start of "The Great British Brain Drain". After two cold Canada winters the Warden's had enough, and as there were good jobs in sunny San Diego, they loaded up their 1957 Chevy and drove Southwest.

Mr. Warden spent the first two years in San Diego at Convair, but quickly moved to a better position at Ryan Aircraft in 1961 when things declined at Convair. Post-war Ryan mainly focused on early unmanned aircraft, specifically the Firebee, but also did early development on Vertical Take Off and Landing (VTOL) platforms. None these designs made it into production but were important development steps towards perfecting the VTOL systems of today. Ryan was also involved in en-



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gineering spacecraft components and satellites in the 70's and 80's. One of Mr. Warden's designs for a soil sampling arm was used on the Mars Viking 1 lander. During this time, he also received patents for novel solar panel deployment arms for satellites which were ultimately deployed into orbit on several satellites. In the mid 70's Mr. Warden was assigned to work at Hughes Helicopter in Culver City where he worked on the Advanced Attack Helicopter (AAH), later to become known as the Apache. While at Hughes he did development of the airframe and cockpit design on the AAH. In the last few years of his career Mr. Warden worked for the ejection seat company Martin Baker in the UK, an assignment he very much enjoyed as he was able to spend a considerable amount of time in England a place where he felt very much at-home. Although throughout his career he worked on many different programs, his contribution to the Spitfire and the spacecraft projects at Ryan were the most enjoyable for him.

In 1961 the Warden's gave birth to a Daughter, Sarrah and two years later, a son, Laurence Jr. The family purchased a home overlooking Mission Bay just after Sarrah's birth, and they remained in that same house until Mr. and Mrs. Warden passed in early 2019. Mr. Warden was a devoted father and spent many hours with his children playing at nearby parks and down at Mission Bay. There were also camping trips to Mexico and the nearby mountains. Catalina Island was a yearly vacation spot which he especially loved. The family would travel back to England to visit relatives every four to five years, and these were always memorable trips.



Mr. Warden ultimately retired in May 1984 from Teledyne Ryan and enjoyed a long second career building and flying his RC model planes. He was especially good at building detailed, scratch-built biplanes and made several pre-WW2 biplanes originally built by the Hawker company. These models were built from scaled down original prints, copies of older plans, with the rest filled in by new drawings he made as needed. Several of these models are on display at the San Diego Aerospace Museum. During his retirement, he and Mrs. Warden often went back to England to visit his friends and relatives. They also enjoyed vacations with a close group of friends down to Mexico, cruises to the Caribbean and Mediterranean and time with family who live nearby, and enjoyed watching his two grandsons Grant and Blake grow up.

Throughout his life Mr. Warden was a modest man and even close friends aren't aware of his many achievements in the Aerospace Industry. Above all, he loved his family, was a devoted father and husband, and will be very much missed by all.

