



HANGAR NEWS

NEWSLETTER FOR THE FIRST WEEDWACKER
AEROSQUADRON
AMA CHARTER # 1651
November 2020

First Weedwacker Aero Squadron
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TBD

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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 2020

Nothing is scheduled due to Corona Virus

Next Club Meeting Tuesday Nov 3 is a Virtual Meeting

Members receiving the PDF version can click CTRL + click on the links here to join the meeting:

meet.google.com/shd-sesj-mzs

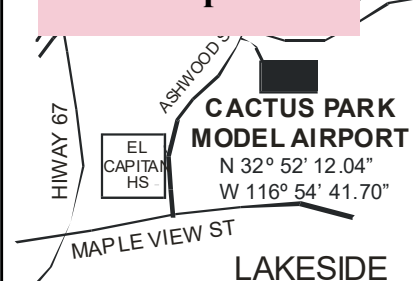
November is CLUB OFFICER ELECTION MONTH

If anyone wants to volunteer to be a club officer, please notify info.weedwackers@gmail.com. Our current officers have volunteered to stay in office again if no one else wants to run.

NEXT Virtual MEETING:

**Tues. Nov 3, 7:00
Google Meets**

Field Is Opened





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Meeting Minutes October 6th, 2020

Bruce Allen

The meeting for October 6th, 2020 (because of the Covid-19 restrictions) was carried out via Video Conference from members homes. These Minutes have been compiled from my notes. (No Audio transcript available)

Present on the call:

Keith Miller President & invigilator, Jeff Coskey VP, Scott Graupman Treasurer & Bruce Allen Secretary, Ron Keith Safety Officer.

Other members who attended during the meeting:

Julian Sonderegger
Arnold Lipschutz
Gerry Conklin

Opening Comments

Attending Video members names will be added into the January Banquet Raffle 2021. (Apologies if I missed anyone, please email me so I can make an addendum)

Approval of Minutes in September Hangar News (Sorry didn't get names)

Treasurers Report September

Proposed? Seconded? Unanimous (Sorry didn't get the names!)

9/1/2020	Balance		\$13,987.26
9/29/2020	Site Services (653.30	\$13,333.96	
10/6/2020	Deposit	210.00	\$13543.96
10/6/2020	PayPal	210.00	\$13,753.96

Net	(233.30)	
Income	420.00	
Expenses	(653.30)	\$13,753.96

Safety Issues (See Presidents Notes)

I would like to add to Keith's notes on Electric Model Safety:

Simply put: The Motor is connected to the ESC (Electronic Speed controller) which is connected to the LiPo Battery. The ESC provides the link to the Receiver from the Controller, which controls the amount of Battery power to the Motor from the Stick position.

So, what can happen if you power Off your Controller (Spectrum or Futaba) & the LiPo is still connected?? The ESC has now lost connection to the Controller & can turn on MAX power to the Motor which will run at max speed!!

I'm guessing that's what happened in Keith's example.

Reminder: Disconnect the Battery from your Aircraft BEFORE turning OFF the Controller!!

New Business

The Secretary raised a question about the access to the side fence gate to rescue crashed A/C now the "Nursery" is there? The lock is ours. TBD

Jeff spoke about adding Hay Bales / Noodles along that (!) fence as protection for wandering A/C?

Extension to the Runway because of the 'Nursery'? Keith had priced this 100ft extension total cost approx. \$4,690 we also need to look at Seal coat for the existing runway, so total cost would be around \$11K.

RFQ to go out.

Meeting closed 19:00hrs.



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President's Message November 2020

Monthly Meeting

We'll continue our series of virtual monthly club meetings using Google Meet on Tuesday November 3rd. The link is meet.google.com/shd-sesj-mzs, and it starts at 7pm. We're usually done in less than an hour. If you have anything you'd like to bring up or recommendations for club operations, please consider joining us! If you can bring a show-and tell model or item in front of your computer camera, that would be nice!

Annual Awards Banquet

Normally we begin planning of the January banquet in November. Well, we've at least reserved the Carlton Oaks Crown Room. But that's it. It doesn't take long for us to spool things up, so we'll watch the signs and call an audible later this year.

Club Officer Elections

As mentioned in last month's journal, the residing officers will run for yet another term. We've had no nominations to run against us. If that's the case through the time of the upcoming club meeting, we'll carry on our seats by acclamation per the club bylaws. If, between the time of this writing and the November meeting, we receive nominations, I'll publish a club-wide email to provide voting options. The web-based virtual meetings have proven to be a very difficult means to gather votes. It's kinda hard to hear the "ayes" and see the hands being raised! So should a vote become necessary, I'll provide a method by which members can vote online (i.e., a true "poll"), and possibly to include call-in voting for those that don't do email. That's the hard part, unfortunately.

Social Distancing

Please observe the posted social distancing and face covering protocol. It's courteous, considerate and safe. There's a 6-foot PVC pipe at the field. Use it, if you're curious as to what 6' looks like.



Swap Meet

Well, dangit – we'll likely have no annual November swap meet and Toys For Tots drive. But keep your ears open as we'll call an audible as soon as I learn that the gates are open!

County Lease Agreement

So *finally, after 11 months of negotiations*, we've come to aggregable terms with County Parks for our future lease agreements. The goal was to keep everything as-is, and we did that successfully with the exception that we'll have a \$500 per year rent. Yeah, there's one additional administrative report that the Board must submit when we hold functions that collect fees, but that's easy. None of you members need fret. We continue to fly!

Safety Front

Last weekend while flying, I "heard" what I'm positive was an electric model spinning up rapidly with the distinct sounds of prop against this and prop against that. Fortunately, there was no prop-against-skin. But the model wasn't restrained, and it was powered, and it went all spinny on his ass for whatever reason. I don't care how good you think your "safe mode" switch is, or the "cut switch", or whatever; if your model's battery is plugged into your ESC, you have power to the model and it should absolutely be restrained by either your hands, someone else's hands, or the really cool padded posts that Jeff made for us. And when powered, keep your fingers and hands out of the prop arc, and carry the plane with the full assumption that at any minute, it will go all spinny on you.

Proposed Rule Change – Gliders over the hill

Our current safety line (25' from the pilots stations) has always been an infinity line, extending forever in a straight line in both directions.

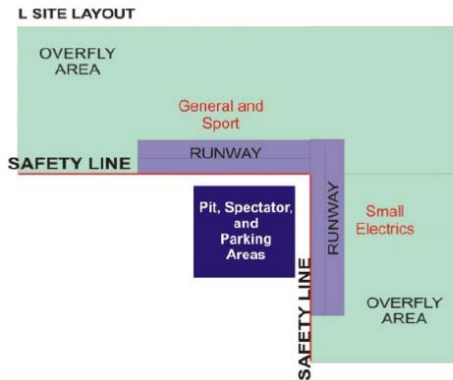
On occasion, our glider pilots have wandered south of that line in attempts to catch some lift coming off of the hill to the west. Shame, shame....



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So a recommendation was made that we change the shape of the field boundaries to accommodate that.

The AMA recognizes that a variety of field uses drive a variety of field layouts. Some are “L” shaped, some actually have flight on both sides of the pits.



At our last meeting, we talked about possibilities and floated the idea out there, and with positive feedback.

In the end, we agreed that gliders could go south of the red/white line when they've passed west of the gate entering the upper plateau.

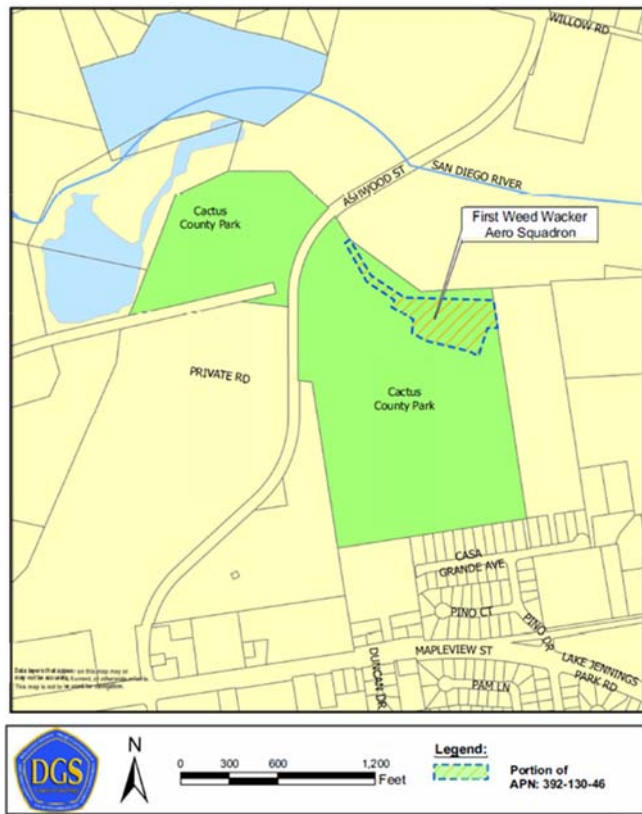
Included here are a map of the Cactus County Park boundaries, with our field fence line shown within. Also included are some representations of what the new glider boundary would look like, and an example of some visual cues.

This rule revision is presented herein, and will be voted upon at the November club meeting in accordance with Article 6 of the Bylaws. Per Article 3 section F, a simple majority of those present is needed to pass the rule, without quorum requirements. That's been a very small number recently, but it is what it is. Quorum ratios apply only when voting on changes in the bylaws themselves.

New rule (an addition to 11a):

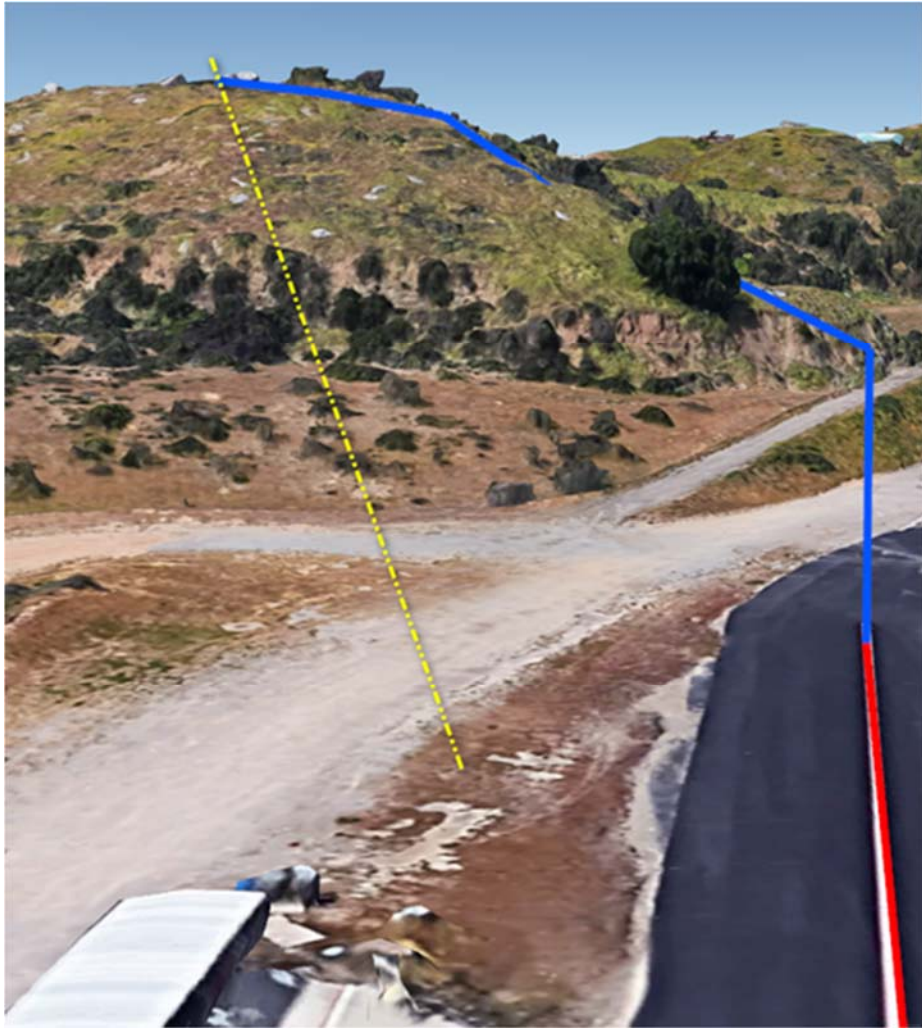
11.a. Other than landing or taking off, flying is prohibited south of the SAFETY LINE, situated 25 feet from the PILOT

LINE. The red and white SAFETY LINE extends in both easterly and westerly directions in a straight line extending from the line painted on the paved portion of the runway. Gliders are permitted to depart to the south of that line when west of the chain link fence post that creates the county access gate to the western plateau. In these instances, glider flight shall remain to the right (north) of a visible sight line between the flight station and the first hill peak, and the ridge that runs along the plateau. Gliders are defined here as traditional gliders, or powered gliders that use a motor or engine only to attain altitude and position, but rely on lift from natural air currents to sustain flight.





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New members

I don't believe we've added any new members last month.

"The only thing worse than a captain who never flew as copilot is a copilot who was once a captain." Keith