



# HANGAR NEWS

NEWSLETTER FOR THE FIRST WEEDWACKER  
AEROSQUADRON  
AMA CHARTER # 1651  
March 2013

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

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Race Chairman TBD  
Safety Officer Ron Keith

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Glen Merritt Keith Miller  
Ben Newkirk Ron Smith (lead)

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Electrical Aircraft Safety Technicians:  
Scott Graupmann, Glen Merritt  
Joe Stutzman 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.

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credit to the author and this newsletter be acknowledged in the  
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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 2012-2013

Mar 23 Sat Swap Meet, Cactus Park  
Apr 14 Sat Cub Scout Fly-In, Cactus Park  
May 5 Sun Electric Pylon race, Cactus Park

## Fun Fly Results from Feb 23rd

With a total of nine participants, each of the surviving pilots was able to take away at least one event win, with Glen Merritt taking home First Place in overall points. Lance Edmunson had 2nd overall, with Tim Peterson in 3rd. Fred Miller took home the "Participant" ribbon after, fittingly, crashing in the Dixie Death event! Larry Kosta made a good showing through the first two events until the runway took out his nose gear.

Check out the photos on at [http://www.weedwackers.org/ww/photo\\_galleries](http://www.weedwackers.org/ww/photo_galleries). A special thanks to those who dedicated their free time to help out, including Lee Main (time keeper), Bruce Allen (photography), and Mikee Greco (balloon blower-upper). It was an excellent day for some fun flyin'!

### Event Prize Winner

Slalom	Rip-Tie 10' spool	Lance Edmunson
Bomb Drop	Colored Heat Shrink Set	Bruce Ambler
Touch'n'Goes	18-pc Precision Screwdriver Set	Keith Miller
Dixie Death	11-pc Cutting Wheel set	Frank Sanders
Climb 'n Glide	Rip-Tie Adhesive Pack	Tim Peterson
7-11 Craps	11-pc Cutting Wheel set	Devin Wheeler
Overall	Magnifier, Zip-ties	Glen Merritt

**NEXT MEETING:**  
**Tues. Mar 5, 7:00**  
Renette Park

**CACTUS PARK MODEL AIRPORT**  
N 32° 52' 12.04"  
W 116° 54' 41.70"



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## Meeting Minutes Feb 5, 2013

*Richard Crutchfield*

The meeting on February 5<sup>th</sup>, 2013 was called to order by President Keith Miller at 6:58 PM. Hey, where's the flag, it was there last year. The membership directed their attention in the direction of the complex's flag and cited the Pledge of Allegiance. In attendance were 31 attendees, 3 of which were guests and the board members President Keith Miller, Vice President Ron Smith, Treasure Scott Graupmann and Secretary Richard Crutchfield.

### **Opening Comments:**

Gary Fogel, the co-author of Quest for Flight, John J Montgomery and the Dawn of Aviation in the West will give a presentation on the book.

### **Guests/New Membership:**

Gary Fogel, Quest for Flight co-author, Kim Marquette (sorry if I misspelled your name) and Mike McGirk.

### **Electric Seminar:**

No one is interested in the electric seminar tonight.

Ron Smith brought up that maybe you should take the club's CEAP training if you plan on flying the new Boeing Dreamliner. You may have noticed in the news recently that the batteries onboard several Dreamliners were having problems causing the aircraft to be grounded by the FAA.

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

M/S/P to approve the minutes from December's meeting.

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

M/S/P to approve the Treasure's Report.

Beginning Balance:	\$8,432.77	(12/4/2012)
Income:	\$5,748.00	
Expenses:	\$4,102.04	
Ending Balance:	\$10,078.73	(2/4/2013)
	(\$7,941	this time last year)

Please note that since we didn't have a meeting

in January due to the Awards Banquet, the Treasurer's Report covers two months.

### **Safety Officer Report:**

Ron Keith had hoped to bring in a portable defibrillator to show, but his friend, Brian, was not available. The conversation included the possibility of purchasing one to keep at the field. The cost would be about \$700 to \$1000 and would allow three shocks to be administered. The idea would include purchasing additional batteries to allow them to be taken home by the board to be charged on a regular bias.

If you took the CPR class last month, your card is available.

Be cautious of those speed controllers. Last week, one was connected to the battery and it started smoking in the pits, it didn't even make it to the flight line. The battery was disconnected before it caught fire.

### **Committee Reports:**

Race Committee – Lance Edmunson – Races this Sunday (February 10<sup>th</sup>). The races will include both the T-28 class and the eFlight Mini Stick class. Lance said that he would bring his Shoestring and Frank Gagliardi would bring another type of race plane for demonstration purposes. The Pilot's meeting will be held at 9:30 AM and races to start at 10:00 AM.

### **Tabled Business:**

Two topics are tabled. A discussion on AMA's revision of FPV, Failsafe, Stabilization and Autopilot Systems polices will be tabled until mid 2013 and the Mid-Summer Daytime Luncheon Event, proposed by Ted O'Fallin, will be tabled until March 2013. Even though the Mid-Summer Daytime Luncheon Event was tabled, some discussion was had about the availability of a plane donated by McCracken to be available for the raffle.

### **Old Business:**

This month's meeting is the last night for



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renewals which can be done during the extended break. You will need to renew in order to continue have the privilege of flying at our field. The lock combinations will be changed for all gates and the pin box.

The first swap meet of 2013 will be held on Saturday, March 23.

### New Business:

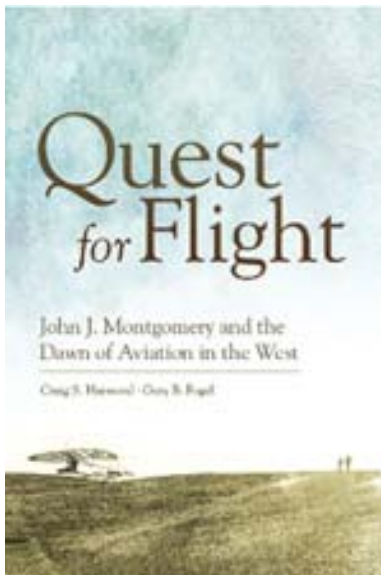
At the end of the meeting, just before adjournment, a motion was made to look into ordering t-shirts with the club logo on them. A request was made for polo shirts with a pocket in various colors. In addition to the shirts, it was requested that the club purchase some more logo decal sheets. The topic will be discussed further during the March meeting.

Ron Green passed away and to help the family two planes were donated and if sold the money will be passed along to them.

Don Madison has about 15 old time airplanes, 45 2-stroke engines, half a dozen 4-stroke engines and many brushless motors and speed controllers. If you are interested in an old timer plane or any of the power plants, talk to Don.

### Drawing for Free Membership:

And the winner is... Mike Berry – not present. You must be present to win, maybe next time.



### Demonstration and Training:

Gary Fogel provided a very well organized Power Point presentation on the book he co-authored with Craig S. Harwood, Quest for Flight, John J.

Montgomery and the Dawn of Aviation in the West. The book is available on OurPress.com, Amazon, Barnes and Noble and Google Books. Check out Gary's Facebook page at Gary B Fogel.

### Model Sharing:

Lee Main shared his Voodoo P-51 Mustang with a 57.5" wingspan, a Magnum 46 engine and retracts. It is an ARF by Vinh Quang RC Models that he purchased from Hobby People when it was on sale for \$99. It took about 3 weeks to put together. He has had 2 successful flights already.



Interesting note about the real aircraft named Voodoo. Before it became Voodoo, it was named Pegasus. Pegasus had the number 55 and was owned and raced by Bill Speer. He kept it here in San Diego at Gillespie field. Bill had a second P-51 named Déjà vu which is the plane he lost his life in after oil covered his windscreen during a Reno heat race in 1994.

### Raffle:

- Ron Smith                      gallon of nitro
- Ron Smith (again)        hi-tech servo
- Leroy Brooks                lipo battery
- Ryan Crutchfield           hi-tech servo
- Mike Martak                 electric screwdriver
- Ron Keith                     lipo bag
- Chuck Cassity               digital volt meter
- Ron Smith (third time)    Futaba t-shirt
- (Ron donated the t-shirt to Lee Main)

### Adjournment:

The meeting was adjourned at 8:18 PM.



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## President's Message March 2013

The racing teams were at it again this month with quite a gathering of T-28s and Mini Ultra Sticks. While the results aren't available at the time of this writing, suffice it to say that everyone had a good time. One of the racers, Otto Dieffenbach, gave a post-race flight demonstration of his nationally recognized Fly-Guy (in a fairly recognizable costume). It was quite a cold day, and the propane heaters came out in full force! A full photo spread is available in the Photo



Also, don't forget our Swap Meet coming up on March 23<sup>rd</sup>!

Take care, and have a great month!  
Keith



Galleries section of our web site at [www.weedwackers.org](http://www.weedwackers.org).

Thanks to the efforts of Don Madison, the club continues as a Gold Leader Club, recently confirmed for the 11<sup>th</sup> consecutive year. Thanks, Don!

To add to our meeting minutes, and space permitting, we may be able to run a copy of the order form Gary Fogel's book Quest for Flight at the end of this month's Hangar News. Rich provides more details in the minutes.

If you have any interest or desire to assist in our upcoming club events, please consider joining us at the March meeting. We rely on personal involvement of our members to make these events a success. We'll be discussing the Lakeside Western Days Parade (Apr 20), our Scale Fly-In (May 18), and proposals for the Mid-Summer Daytime Luncheon.



**DISCOUNT  
HOBBY  
WAREHOUSE**

Welcome to:

**Café** CALIFORNIA **67**

Breakfast & Lunch

Take Home  
MONDAY - SUNDAY  
6:00 a.m. - 3:00 p.m.  
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(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.

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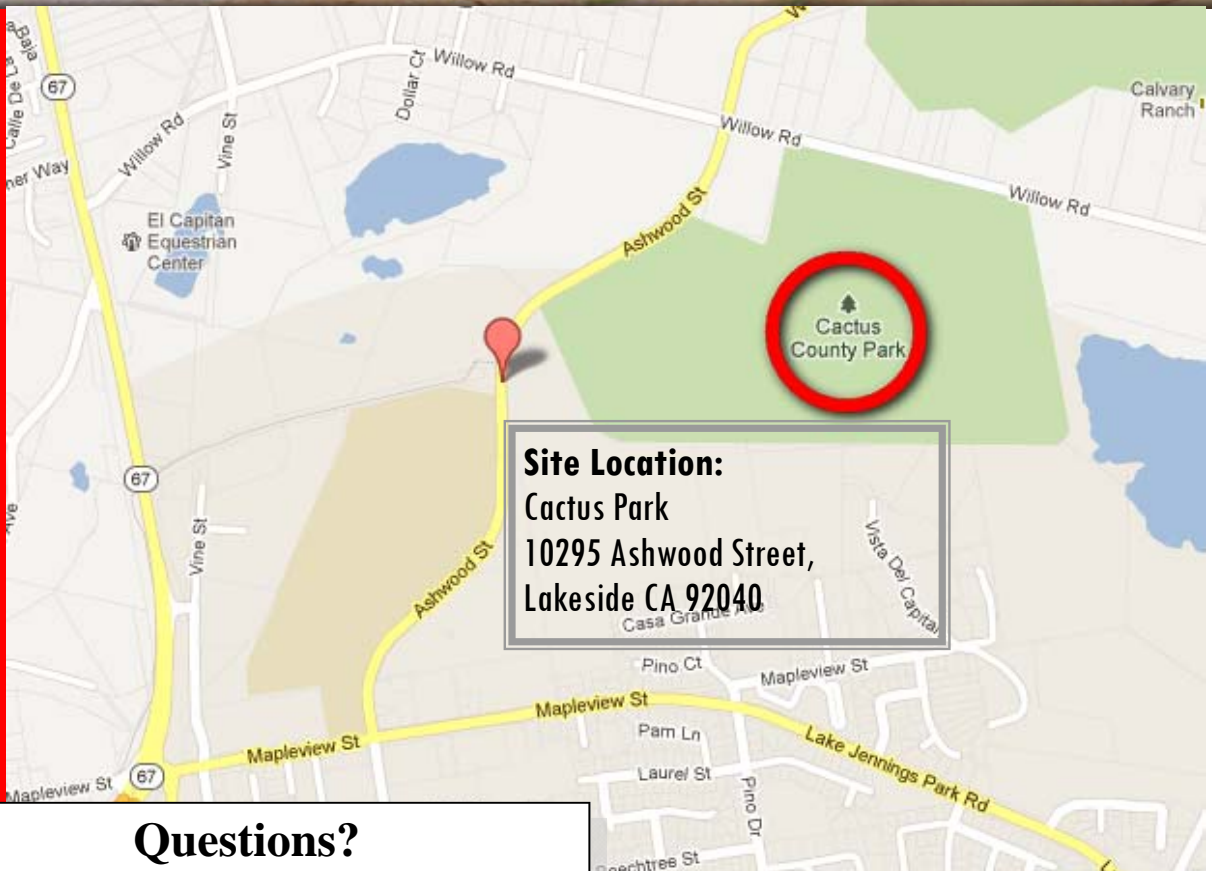


# Swap Meet

# Saturday, Mar 23 2013

## Highlights

- ◆ \$5 Sellers Fee
- ◆ Buyers - **FREE**
- ◆ 7:30 - 11:30 am
- ◆ Entry gate opens at 7:30 am



## Site Location:

Cactus Park  
10295 Ashwood Street,  
Lakeside CA 92040

## Questions?

Don Madison: 619-296-1510

# Academy of Model Aeronautics

5161 East Memorial Drive  
Muncie, Indiana 47302  
(765) 287-1256 – Business  
(765) 289-4248 – Fax  
(800) 435-9262 – Membership Services  
<http://www.modelaircraft.org>



February 7, 2013

First Weedwacker Aero Squadron  
Donald Madison  
3569-29<sup>th</sup> St  
San Diego CA 92104

Dear First Weedwacker Aero Squadron:

We have received your 2013 Leader Club Currency Report and confirmation of your continuing Gold Leader Club status.

Please note that replacement Leader Club pins for new club members must be prepaid and they are \$3.00 each. If you still wish to order pins, please send a check or money order to the Academy of Model Aeronautics, Attention, Erin Dobbs 5161 East Memorial, Muncie, IN 47302.

We appreciate your clubs participation and dedication and we look forward to working with you in 2013.

Sincerely,

Erin Dobbs  
Marketing Partner Lead  
[erind@modelaircraft.org](mailto:erind@modelaircraft.org)



## Curing a Lean Engine Mystery

Bob Mandeville ([nledm@comcast.net](mailto:nledm@comcast.net)),  
Wingbusters Model Airplane Club, Halifax MA

This was an odd sort of problem. It began when I swapped out the Magnum .91 on my AeroWorks Edge 540 to get some run time on a new engine that I wanted to use on a new project. The new engine started okay, but when it flew, everything seemed to be off. There wasn't the power that I used to have; the high speed needle (HSN) and low speed needle were both way out of adjustment.

I reinstalled the original engine, and had the same problem. Then, just because I had it, I dropped in a third engine—to confirm that it wasn't the engine itself—with the same result. That confirmed it was the fuel system.

The key symptom was that I could not get a good pinch test from the engine. It had all the indications of a lean-running engine. Even with the HSN opened 4-5 turns, I was not getting a pinch check. During that first engine swap, the fuel system had been checked out just to be safe. Obviously, that had to be the reason, but what did I do to create this problem?

The Edge's tank was pulled again and the three-line fuel system was checked over very carefully. After about two beers, my vision suddenly cleared and I had an aha! moment. Look at the picture on the right. What do you notice about the clunks?

Like most three-line systems, this one has two clunks; one to the fill line and one to the carb line. The picture shows one clunk with a large feed hole to let lots of fuel through. The other clunk has just a slit and a small hole. Guess which one was connected to the carb inlet line? Here's a hint: it wasn't the one with the large feed hole. That clunk with the slit would be fine for feeding your .40 or .46, but there was

absolutely no way that it was going to let enough fuel in to run a .91. That undersized clunk was the cause of the lean runs. The clunks were swapped and the problem vanished. The clunks had been inadvertently swapped during the rebuild.

This is being written to give folks a heads-up if they run into the same problem somewhere down the road. A clunk is a clunk is a clunk, right? No, they're not. Ask me how I know!

