



HANGAR NEWS

**NEWSLETTER FOR THE FIRST WEEDWACKER
AEROSQUADRON
AMA CHARTER JULY 2024**

First Weedwacker Aero Squadron
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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

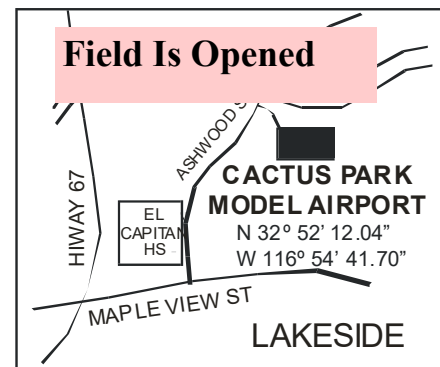
Aug 3 Sat Club Meeting Cactus Park 9:00 AM

A Little History

Our club was started around 1976-1977 and we flew on land (I think) was owned by the local school district on the north-east corner of Cuyamaca St and Mission Gorge Road. That is a Trolley Station now. The Hahn Corporation owned a lot of land along the riverbed, west of Cuyamaca St. and they put in a huge amount of dirt fill (about 10 feet or more) that had to "settle" before it could be built-on. Hahn company let us use that fill dirt area for us to fly for several years.

At that time we had five radio frequencies we could use in the 27 MHz range. We could fly up to 5 models at a time, and we pilots all stood near each other (at a pilot's station). We had very good communications between pilots, taking off, landing, or flying by. Years later, when Hahn company was ready to build on the site, we moved east to the sand pits and then to Cactus Park. About that time AMA secured their number frequencies on 72 MHz. Using frequencies from Channel 10 to 60, we ran into an interference called 3IM, where the signals from two channels could "mix" and affect a third channel. The fix to eliminate this interference was to separate the transmitters by about 25 feet—that set up our field pilot stations. Now with 2.5 GHz radios, we don't have interference problems, so we can safely fly with plots close to each other and have good pilot to pilot communications again.

**NEXT MEETING:
Sat Aug 3, 9:00 AM
at Cactus Park
Lakeside, CA**





Hangar News

July 2024 President's Message

Since the weather has been a little warm, the following projects are on hold until cooler days: rebuild tables, patch pit roof, paint sheds, area clean up, and trim the tree.

The Board listened to Butch Weiser's plan for field gates, it is in trial mode for a while. So far everyone is doing an excellent job, but time will tell, any comments are welcome.

The tall weeds have finally been chopped down. It is still a fire hazard so be careful if a plane decides to crash and burn. It takes two members for crash retrieval. Call out, ON THE RUNWAY, then wait for acknowledgement from pilot with A/C in the air before crossing.

I want to thank all for not moving tables into the blue crosswalk in the pits. Gary Rold donated another safety rail which will be installed on the other set of stairs. Thanks Gary!

If case you have not noticed, Mark Lukens installed the new P51 wind vane at gate 5. It was originally on the flagpole at the Miramar club, but it looks better at the Weedwackers field. Thanks again Mark!

Almost everyone is doing a better job of not flying over the nursery and the east end of the runway. Just a bit more control would be appreciated. You can always go around.

I just returned from five days of fishing in Mammoth; fish cooperated, and the weather was perfect. I highly recommend a trip to the mountains. If you do, I want to hear the fish stories!

Thanks,

Ron
(619) 988-7667



Hangar News

Meeting Minutes 6 July 2024

Call to Order: The meeting was called to order at 9:00 a.m. at the field. Club officers present were the President, Vice President, Treasurer, and the Secretary. A total of 18 club members were present. The meeting began with the Pledge of Allegiance.

Approval of minutes: Chuck Aguilar moved the minutes of the June 1, 2024 meeting be approved as submitted. Seconded by Butch Weiser. The motion was approved.

Treasurer's Report:

Starting Balance:	\$8083.16	June 1 st
Income:	\$0.00	
Expenses:	\$412.82	
Ending Balance:	\$7670.34	June 30 th
Balance June 30, 2023:	\$8894.25	

Table Repair Fund:	\$300.00
Expenses:	\$70.19
Current Balance:	\$229.81

David Roche moved to accept the treasurer's report. Kurt Meade seconded. The motion was approved.

General Notes:

New member, Colin Skinner. Welcome.
Ken Lawrence – showed off his Polaris with elevons.

Field Maintenance:

The weeds have been mown. The field looks nice.

Upcoming Events:

July 27th - Pylon races
August 3rd – Club meeting

Safety Officer Report:

Use extra caution when walking in the field area around the perimeter of the field. Always be on the look-out for snakes and other critters this time of year.

Rule review:

Rule 16 - Club members must wear Club ID Badge when flying at the field. Non-club members may fly at the field as a guest under the guidance of a badge-wearing club member. Guest may fly on three visits, after which they must join the club to continue flying at Cactus Park.

New Business

Butch Weiser proposes we reduce the flight line by moving it toward the West to get pilots out of the direct line of aircraft approaching to land while on their base leg. Additionally, this would move active pilots closer to each other to improve communication among themselves. He proposes we eliminate #1 station initially, eventually reducing the line down to 40' with 6 pilots and callers.

Steve Sheperski moved to approve the revision to rule 11 as written by Keith Miller. Kevin Pothier seconded. The motion was approved.



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Flying shall be confined to the following area:

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.

At the west end of the runway, the SAFETY LINE breaks towards the south-west in an imaginary line that extends to the visible peak of the hill to the west as viewed from the flight stations.

The west boundary is the entry gate.

The limit to the north is the middle of the river flood control channel. This can be visualized from the flightline as the thick tree line.

On the east side, when flight is beyond the easement road, the boundary is the imaginary sight line from the pilots' flight station to the power line towers on the mountain to the north-east. Flight and approaches south of the easement road are bounded by the county fence to the east

Elmer Gonzalez moved to approve the revision to rule 17 as written by Keith Miller. Kurt Meade seconded. The motion was approved.

New members must either complete the Primary Flight Training Program, or may challenge the solo check flight under the observation of an instructor. Initially, the new member will be issued a Student Member badge. Once the check flight is completed, they will receive a regular membership badge.

The meeting adjourned at 9:27 AM.

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