



# HANGAR NEWS

NEWSLETTER FOR THE FIRST WEEDWACKER  
AEROSQUADRON  
AMA CHARTER Sept 2024

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

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Safety Officer Ron Keith

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Wings Over Gillespie Liason:  
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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.

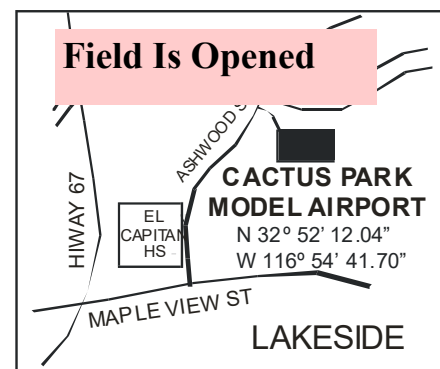
## R/C Schedule

Sept 7 Sat Club Meeting Cactus Park 9:00 AM  
Sept 14 Sat Estate Sale Fred Miller



"I'd like to thank Ron Keith for the tremendous support and honor he bestowed to my father Fred. For those that may not know, back in May my dad took a small tumble down the steps on the berm between parking areas. Out of respect and sympathy, Ron installed the new handrails on those steps. Subsequently and after my dad passed in late July, Ron went the next step and erected this very small but very meaningful memorial plaque in his honor. Ron, I thank you from the very bottom of my heart! You truly touched me and my family with your thoughts and kindness.

NEXT MEETING:  
Sat Sept 7, 9:00 AM  
at Cactus Park  
Lakeside, CA





# Hangar News

## Meeting Minutes 4 August 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, and the Secretary. A total of 24 club members were present. The meeting began with the Pledge of Allegiance.

**Approval of minutes:** Keith Miller moved the minutes of the July 6, 2024 meeting be approved as submitted. Seconded by Kurt Meade. The motion was approved.

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

Starting Balance:	\$7670.34	July 1st
Income:	\$83.33	
Expenses:	\$1241.02	
Ending Balance:	\$6512.65	July 31 <sup>st</sup>
<small>Balance July 31, 2023: \$8439.13</small>		

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

Frank Gagliardi moved to accept the treasurer's report. Keith Miller seconded. The motion was approved.

### **General Notes:**

Sadly, 2 members passed away in July – Fred Miller & Bill Bryan.  
New members Barrett Fabian and daughter Brooke were present. Welcome!  
You can talk to and wave to our neighbor Jake, just don't confront him.  
When you see it, help pick up trash at the entrance to the front gate alongside the road and be careful to mind traffic coming into the driveway.  
Be careful to lock the gate and lock box if you are the last one leaving the field.  
Watch out for CAZ250 Red Flag warnings from the NWS regarding fire hazard. That warning directly impacts us and will shut down the field for flying. It is worth noting that very often the NWS will issue Red Flag warnings for the mountain areas that don't include CAZ250, in which case we would not be impacted.

### **Field Maintenance:**

The work party on the tree was completed early to beat the heat.  
We are waiting for the county to say if and when they will haul the debris away.

### **Upcoming Events:**

Frank is having another plane estate sale on August 17.  
Keith is having an estate sale for his dad in August/early September and the proceeds from **the entire sale** will go to the club. Any items not sold will belong to the club for future sales or distribution as the club sees fit. The caveat is the club needs to store all those items. Keith anticipates the proceeds will be a few thousand dollars. Thank you for your generosity Keith!

### **Safety Officer Report:**

The first aid kit has been restocked and beefed up. It is in the white metal box. There was an incident last week with a deep cut to a member's arm from a prop that powered on



# Hangar News

inadvertently while setting up a buddy box.

When someone is bleeding, put gloves on first then apply direct pressure.

Get the person sitting down and then offer any appropriate assistance.

Double check your transmitter(s) to ensure throttle cut is in the off position and is working correctly.

## **Rule review:** Rule #11

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.

## **New Business**

Discussion about the temporary ruling to close stations 1 & 2 to flying includes mixed feelings. Note: 5 pilots can fly from stations 3, 4 & 5. Dick Milhausen & Gary Rold were among those who spoke out and feel that is unsafe. It's not an issue of not being able to hear. It's an issue of not calling out. The club will continue with the temporary closure of stations 1 & 2 before making a final ruling.

The meeting adjourned at 9:47 AM.

**DISCOUNT  
HOBBY  
WAREHOUSE**

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



## August 2024 President's Message

The August heat is here with some 100-degree days! Be careful, stay hydrated!

The cottonwood tree over the BBQ area decided to drop huge branches on the ground. Jeff to the rescue. He and a friend made quick work of the rest of the tree with chainsaws.

The meeting of August 3<sup>rd</sup> was well attended (members thought they would vote on pit gates 1 and 2 being closed). I thought I explained it was a trial plan for the safety of members and not a done deal, many were not in favor (old habits hard to change).

After the meeting, members helped move wood to Jeff's trailer. Thanks guys! Initially, the guy that helped Jeff cut down the tree wanted the wood, still waiting. I will notify members that wood is available to anyone interested.

We have a few projects to complete - remove the bench from the BBQ area, it's in bad shape from the fallen tree branches, move the sheet metal to sawhorses by the shed, and clean up area in upper field so County can remove tree branches and leaves (no cost to club). Waiting for County to contact us. The solar panel needs cleaning, this should help with charging.

**SPEAK UP** so ALL pilots can hear you from gate 1 to gate 5.

At the Board meeting Tuesday night, August 13<sup>th</sup>, it was decided to open all gates. Maintain current flight plan.



# Hangar News

## Fred Miller – 17 July 1931 – 27 July 2024

By Keith Miller

### Navy

Boot camp in great lakes  
School in Pensacola Florida  
School in Memphis

'51 through '55

During Korean War  
Deployed to Philippines in 53 for photoreconnaissance.  
Married in 1958

### Modeling history

6/30/2024 discussion with Margie while Dad was in bed.

When he was 7 hobby shop across the school yard, bought a 2 cent rubber scale. Didn't fly well.  
Moved to purpose designed rubber contest planes.

Later got a FF with a Forster 29 that a friend had started building and sold him. Was in 7th grade. Never flew it as FF. Converted it to CL at city-built CL circles. Lasted about 3 flights, incidence took it to the top of the circle.

Buccaneer B special, he has the blue yellow one.

As a kid bought several CL kits when he could afford it.

Most flew well.

Later got a job at a hobby shop near his high school.

Had a stuntwagon in Memphis while navy school. Base had a nice hobby shop.

When graduated from a school, couldn't take it with him so he donated to hobby shop.

At Miramar, had a locker to stow his projects. Built many CL planes but flying on pavement wasn't forgiving.

Flew on the base parking lot.

Lost 3 to runway.

### Career

6/22/2024 11:34 AM

Found in his resume file "flmiller staff resume 1106.doc"

It has a complete resume/history

### EMPLOYMENT HISTORY:

7/59 – 3/63	Univ of Michigan,	Research Assistant	Ypsilanti, Michigan
3/63 – 5/67	Sperry Flight Systems	Principal Engineer	Phoenix, Arizona
5/67 – 12/93	Teledyne Ryan	Sr. Principal	San Diego,
7/94 – 3/98	Cubic Defense	Sr. Systems Engineer	San Diego,
11/98 – Present	Lockheed Martin	Senior Staff Systems	San Diego,

Born in Detroit Michigan, Dad grew up during the Great Depression learning early on to be thrifty and make the most use of everything.

When he was 7, he bought a 2-cent rubber scale model form the hobby shop across the school yard. It didn't fly well, so he moved to purpose-designed rubber contest planes.



# Hangar News

Later in his youth, he purchased a Buccaneer 'B' Special free flight model with a Forster 29 that a friend had started building. He was in 7th grade. Being in Detroit, he never flew it as free flight. Rather, he converted it to control line and flew it at a park at which the city had built CL circles for the local club. He'd not accounted for the fact that the FF model was designed with significant incidence for climbing. It climbed to the top of the circle and lasted only about three flights.

He enjoyed building a Super Sinbad free flight glider. Its first test glide was from the top of a long grass hill in a local park. He watched it fly perfectly straight on a nice flat glide slope for about 100 yards until it met with the trunk of a tree, meeting its demise.

As a kid, bought several CL kits when he could afford it. Most flew well. During high school, he got a job at a hobby shop near the school. There, he learned the tough skill of re-boxing a well-packed kit after customers pulled them apart for inspection.

Dad served in the US Navy from 1951 through 1955 as an Avionics Electronic Technician stationed mostly at Miramar Naval Air Station. While stationed at school in Memphis, he had a Stuntwagon control line model. The base had a nice hobby shop. When he graduated from 'A' school, and got his first duty station in San Diego, he couldn't take it with him so he donated to the hobby shop.

At Miramar, had a locker to stow his projects. He built many CL planes but flying on pavement wasn't forgiving. He flew in the base parking lot and lost three models to the hard pavement.

He deployed to the Philippines in 1953, flying in the back of B-24 bombers converted for photoreconnaissance.

After the military, Dad attended the University of Michigan, completed his Bachelors and Masters degrees, and it was there in Ann Arbor that I was born.

His first job was at Sperry Flight Systems in Phoenix Arizona. There he joined the Arizona Radio Control Society (ARCS) and his first RC model he bought already built was a Carl Goldberg Sr. Falcon.

After just five years, he started a long-time career at Teledyne Ryan Aeronautical/Electronics in San Diego. He worked on the navigation systems in many drones including the Firebee target drone. He spent many years involved with the development of the first GPS and autopilot systems used in military drones.



His time available for building and flying models was very limited for some time. He and I flew some CL in the 1970s when I was a kid, either in the Jack Murphy Stadium parking lot, or on the grass at Vacation Isle in Mission Bay. It was then that he recalled his childhood lessons of flying over pavement, and how forgiving grass is!

I'd worked for Peck Polymers in El Cajon in the early 1980's, and when my military career brought me back to San Diego in 1997, I returned to sideline at Peck's to build their RC Blimps. I fell behind in production, so I asked Dad to help build some of the fins which got him back into wood structures and covering with Monokote. The building bug hit him again, and hit him hard. We both got a couple of ARFs (the Global Airmaster 40) and joined the Weedwackers in 1999, with Jeramy following in 2000.

When I say the bug hit him hard, Dad amassed well over 150 kits and models and hundreds of engines. Many may recall his buying habits at local swap meets and his propensity to win raffle



# Hangar News



prizes at nearly every Weedwacker event. And many may also recall that he'd been the recipient of 'Most Crashes' awards for several years.

We flew together – three generations - nearly every weekend for 25 years.

He finished his career through Cubic Defense Systems and Lockheed Martin Tactical Defense systems, retiring in 2007.

Dad was a fixture at our field nearly every weekend through his 92<sup>nd</sup> year. He thoroughly enjoyed visiting with club members, listening to stories, and of course, providing engineering advice. He loved tinkering and experimenting, always having plans for improvement on every model and task that was in front of him. He was interested in flight dynamics, stability and control solutions, and various propulsion system alternatives. He'd always wanted to convert glow engines to spark or diesel, but didn't get any further than just collecting them. He kept detailed notes for every plane that he owned. His notes talk to how the model flies, what he could do to change the design, what radio equipment might work best, and which engines might be

suitable alternatives.

Dad was very active until the very end when kidney failure caught up with him.

He'd recently found a fully assembled Buccaneer 'B' Special at a swap meet (an electric conversion). Being his lifetime favorite model, we hung it from his bedroom ceiling during his final home hospice days. Dad made it just beyond his 93<sup>rd</sup> birthday, and I was so very fortunate to spend focused time with him in his last six weeks.

We'll have only a very small memorial gathering of a couple of friends. I do, however, plan on putting some of his ashes into some small capsules and flying him around the field in that Buccaneer Special.



Dad, we'll all miss you!

# FRED MILLER ESTATE SALE

## WHEN

**Saturday Sep 14th, 2024  
10 am-4 pm**

## WHERE

**Home of Fred Miller  
6425 Bounty Ct., San Diego**

**PRICED TO MOVE • A huge collection of many years, most models are in good condition, kits and ARFs are new-in-box, and there are some "restoration projects". Some completed models have engines, some don't. Tons of quality engines ranging from .10 to 1.40 00 cu in; 2- and 4-cycle, Electric motors and ESCs too!**

**WWW.WEEDWACKERS.ORG**



## HUGE VARIETY

**More than 52 kits, 28 ARFs, and a large selection of minor projects.**

**Over 100 nitro engines.**

**Tools, supplies, radio systems, field accessories.**

## COORDINATORS

**Jeff Coskey**

**(619) 913-1455**

**Ron Keith**

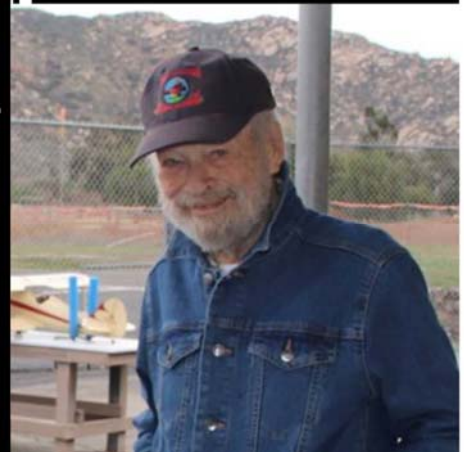
**(619) 988-7667**

## BENEFITING

**All proceeds benefit the Weedwackers Club**

## PARKING

**The home is in a residential cul-de-sac. Consider carpooling or be prepared to walk a half-block.**





## PLANES INCLUDE

Super Sportster 40, Super Aeromaster Bipe, AJ Slick, Battle Axe, Brio 10 (E-flite), Extra 260 Hyperion, Extra MX (PA), Firefly, Formula 3D (Modeltech), Helios F3A 25e (Hyperion), Mini Magic Extra, Mini Ultra Stick, MXS (Superroc/FMS), New Timer, ARF, Ultra Stick 25 (Eflite) and MANY MORE.

## ARFS INCLUDE

3D Quest 90 G2, 3Demon, AirMaster EP (40), Arcus F3A, Brio 10 (E-flite), Excelleron 90, Fascination, Freestyle (Global), Groovy 3D 50, Handy King, Hurricane .40 sport ARC, Irin 40, Javelin II (Cermark), Katana, Leader 480 (E-flite), Magic Extra 300L, Playboy 2002 ARF, Sonic, Taipan ARF, Uproar v2.46 (Tower Hobbies), Viper

## KITS INCLUDE

2x4 HOB glider, Aeronca Champ (Guillows), Aero-Sport .60 (Midwest), Air Chief, Aircruiser 25 (Bridi), Astro Viking (Astro Flight), Baby Bombshell, Bay Ridge Mike, Birdie Forty (Global), Birdie Ten (Global), Brooklyn Dodger, Buccaneer "C" Special, Buzzard Bombshell, Coronet, Dallaire Sportster, Das Ugly Stik, DH82 Tiger Moth (Hacker), Drifter II, Extra 300S (Great Planes), Fly Baby I-B (Hunt Models), Fournier RF4 (West Wings), Geodetic Galaxie, Gollywock II (Midwest), Interceptor FF, JN-4D Jenny (Aero Graphics), Junior Clipper (Comet), Killer Vee .40, Mercury, Mini Bird of Time, Miss Delaware ff, Mystic 30/50K (Pilot), Pacific Ace 40", Playboy, Reliant SR-10 (Dumas), Ringmaster (repro), Ringmaster Jr., Scat Cat, Skeeter, Somethin' Extra, Sun-Fli 4-20 (Bridi), Super Aeromaster Bipe, Super Brigadier, Super Chipmunk (SIG CL), Tailorcraft, Clipped Wing (Ace), The Exeter (micro-X-Products), The Flea (Scientific), Ultimate Bipe (Great Planes), Uproar (Tower Hobbies), Vagabond (FF)

## ENGINES INCLUDE

Enya x 1, GMS x 4, HB x 1, K&B x 13, Magnum x 4, OS x 44, Saito x 2, Super Tigre x 29, Thunder Tiger x 6, Veco x 1, Webra x 1, YS x 2

## KEY INFORMATION

Fred collected models and kits going back to the 1950's. Some are vintage free flight worthy as collectors items or R/C conversion. The R/C kits and ARFs are all in great condition.

The engines were all stored in their original boxes or sealed bags and are in new or excellent condition.

Fred maintained detailed notes on nearly every model which can be provided to buyers on request.

