



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

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.
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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 is a Virtual Meeting

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

Meeting number (access code): 126 160 3082

Meeting password: e5KwNn8w2hj (35596689 from phones
and video systems)

Tuesday, June 2, 2020 7:00 pm | Pacific Time

[Join meeting](#)

<https://meetingsamer8.webex.com/meetingsamer8/j.php?>

[MTID=m89f5e0b2dc1448dc23ef70aac4dc0a1c](https://meetingsamer8.webex.com/meetingsamer8/j.php?MTID=m89f5e0b2dc1448dc23ef70aac4dc0a1c)

Join by phone

Tap to call in from a mobile device (attendees only)

[+1-408-418-9388](tel:+14084189388) United States Toll

[Global call-in numbers](#)

Join from a video system or application

Dial sip:1261603082@meetingsamer8.webex.com

You can also dial 173.243.2.68 and enter your meeting
number.

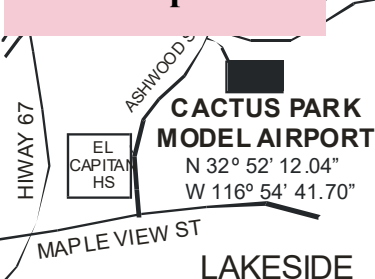
Join using Microsoft Lync or Microsoft Skype for Business

Dial sip:1261603082.meetingsamer8@lync.webex.com

NEXT Virtual MEETING:

**Tues. June 2, 7:00
Webex Computer**

Field Is Opened





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Meeting Minutes April 28th, 2020

Bruce Allen

The meeting for April 28th, 2020 (because of the Covid-19 restrictions) was carried out via Video Conference from members homes. These Minutes have been compiled from the Audio recording of the meeting plus notes.

Present on the call:

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

Other members who attended during the meeting: Don Westergren, Tim Peterson, Vernon Gilmore, Arnie Lipschutz, Gerry?,

Approval of Minutes in March 2020 Hangar News

After some discussion by those present the approval was given:

Proposed Keith Miller, Seconded Tim Peterson. Unanimous.

It was also noted there were several blank pages in the Hangar News Pages 4 thro 8 and 10 & 11. Page 9 had a picture of a Bellini aircraft.

Treasurers Report

April Balance \$12,840.60

Net -\$34.23

Income \$828.75

Expenses -\$852.98

May Balance \$12,806.37

Note: Keith has some expenses to submit.

Safety Report

Ron- Watch out for Snakes on the field!

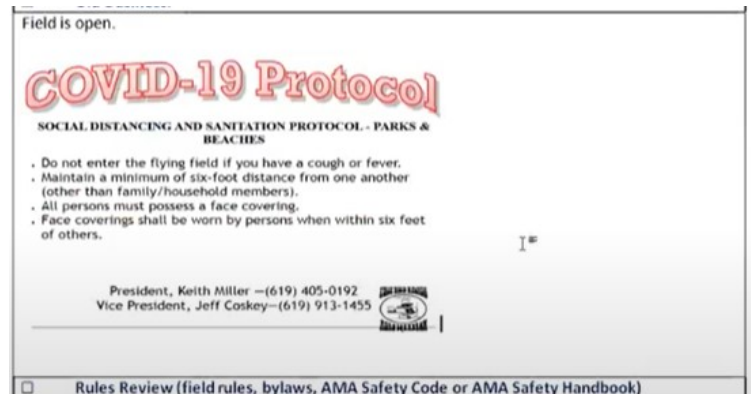
Upcoming Events

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

Due to the pandemic ALL events have been cancelled for the foreseeable future.

Lock Down

The field was reopened May the 1st:



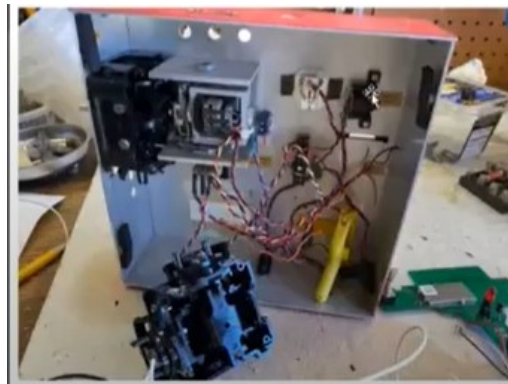
There signs on the Fences in the field. Please follow the requirements, "Stay Safe!"

Models from the Troops:

Trent Alford – Spad 13 ¼ Scale powered by a 40cc beast:



Bill Simmons –“The Artful Tinkerer!” Has been converting again, a Single Stick ACE controller to 2.4GB.





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More to come.....

Keith has found an interesting document:



This is a June 1936 (cover) of Model Aviation magazine of the time, 16 pages. Tim will try to make it available on our Website(?)

Old Business.....

We are still in negotiation with the county over the Lease, it will cost us \$500 / year which basically pays for the administration of the Lease.

Keith believes we are close to completing the lease!

Many thanks to Keith Miller for his hard work on this onerous task! Thanks mate!

Welcome to:

Café CALIFORNIA **67**

Breakfast
& Lunch

Take Home
MONDAY - SUNDAY
6:00 a.m. - 3:00 p.m.
12381 Maplevue
(Corner of Hwy 67 & Maplevue)
Lakeside, CA 92040
619-443-4100

67

All sandwiches include a side dish: your choice of fruit, potato salad, chips, cottage cheese, applesauce, soup, or salad.

SUB SANDWICHES
Lettuce, Tomato, Mayonnaise and Italian Dressing

Entire Menu is available "To Go".

DISCOUNT
HOBBY
WAREHOUSE

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



President's Message June 2020

RF Interference

As you may have read in a recent club emailing, we had a rash of interference hits all on one morning, all in the same area, all on 2.4 GHz systems. One resulted in candidacy for our "crash of the year" award, and that was on a Spektrum system. Two were Spektrum and one Hitec system.



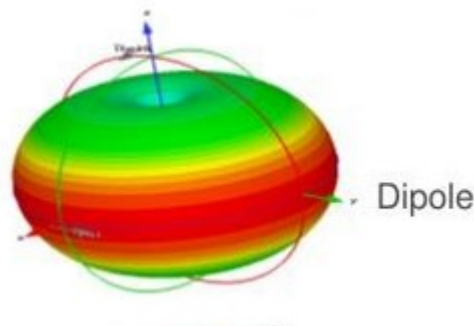
The prime factor that may lead to momentary signal loss is a lack of signal at the receiver input, or the receiver's inability to decode the modulated RF signal that it sees coming in from its antenna.

And many things might cause that lack of reception such as receiver sensitivity, antenna configuration, product quality, sun spots, external sources, transmitter failure, sun spots, low battery voltage, and also - sun spots.

Let's look at two factors that are under our control:

Receiver configuration:

Very simple receivers have one antenna wire (i.e., park flyer and cheap "orange" receivers). As depicted in this simple donut pattern for a dipole antenna (single wire), the antenna reception ability (gain pattern) is weakest along the axis of the wire as depicted by the line coming out of the donut. The antenna is most sensitive (receives signal the best) perpendicular to the wire, which is depicted by the nice fat part of a toroid shape (extending for thousands of feet). If the receiver antenna wire is pointed directly at your transmitter, its receiving ability is very weak, known as the null region. That's why we're trained never to point our transmitter antennas directly at the plane in flight. So the WORST case would be both Tx and Rx antennas pointed directly at each other.



High end receivers, as used by most competitors and guys with very expensive models, will have two orthogonal (at right angles) antennas on the receiver itself, and at least one if not more satellite receivers placed remotely within the model. The additional antennas significantly increase the probability that at least one of the antenna wires is perpendicular to the signal path coming from the transmitter. Having satellite receivers also ensures that, if one antenna is blocked by, say, your engine, the other antennas aren't.

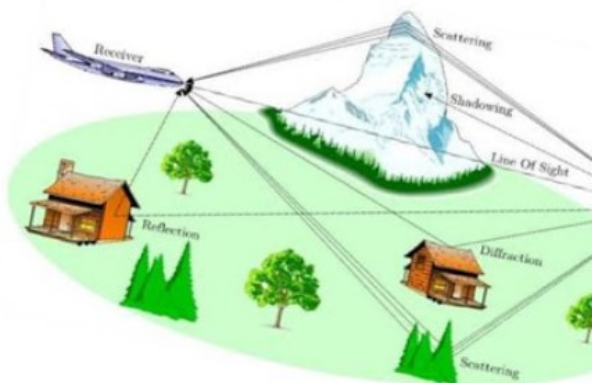
Multi-Path Interference:

Another likely scenario at our field is the potential for reflection and refraction of RF waves off of the ground, fencing, terrain and the atmosphere. This is called multi-path interference.



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A great example; you're driving in your car, listing to some tunes, and as you pull to a stop at a traffic light, your tunes go away! But you notice that as soon as you move just a foot or two from that spot, your tunes come back. This is the effect of the radio signals bouncing around between buildings (or mountains...). Two or more versions of the same signal collide where you stopped, cancelling each other out.



Now - Let's say we combine these two factors. You're flying along with your receiver that has only one antenna, and that antenna is pointed towards the back of the plane. As the plane is flying past you, you're facing the plane. So now it's possible that your Tx and Rx antennas are both looking at each other through their null zones. Signal reception starts to get dicey.

At just about the same instant, your plane flies through a spot in the sky where your signal is bounced off the ground and the hill at just the right angle that you hit a multipath interference zone. Boom! Your receiver can't pick up your signal and you're in trouble.

Using a receiver with two antennas surely helps, but some of those other factors (local cell towers, sun spots) could still creep up to weaken the signal your receiver sees. But it's a smart step. Satellite receivers... even better!

Flying resumes - with precautions

With the reduction in limitations throughout the county and by San Diego County Parks, we've opened the field to flying. We're following social distancing and face covering protocols (when within six feet of others), which is generally quite simple given the size and expanse of our pit area and flying stations.

Unfortunately, I don't see the state opening up public activities any time soon, so all of our events remain, well, non-events until the world heals.

Jack Scanlon 619-390-1437

Reminder - Jack is selling quite a large collection of his kits and models. Here's a link to his gallery.

<https://weedwackers.us19.list-manage.com/trackclick?u=c3f86720b75fc0da83a0f225d&id=9f26e53607&e=2ec8062867>

Revived Field Maintenance Equipment

Our VP Jeff jumped in and gave our large brush trimmer some TLC. Jeff to the rescue!! She has a new pull cable, some fresh gaskets, a fresh set of underwear and adjustments all around! Nice work sir!

I also did some work on one of our weed eaters, replacing the primer bulb and fuel return line.

We're in good shape going into this late period of spring.

Virtual Club Meetings

This last May, we held a virtual club meeting over WebEx. I Our regular meetings aren't very well attended to begin with. together to generate interest in our meetings.

I plan on putting an email invitation out for a June 2nd virtual n

New members

Welcome to our new members, David Roche and Kurt Mead! er veteran from the days on Mission Gorge Road in Santee! Welcome, guys!!

I hope to have more to report next month!

Until then - Remember - "The road of life is paved with flattened squirrels that couldn't make a decision."

Keith