



HANGAR NEWS

**NEWSLETTER FOR THE FIRST WEEDWACKER
AEROSQUADRON
AMA CHARTER # 1651
Sept 2020**

First Weedwacker Aero Squadron
P.O. Box 2044
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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 is a Virtual Meeting

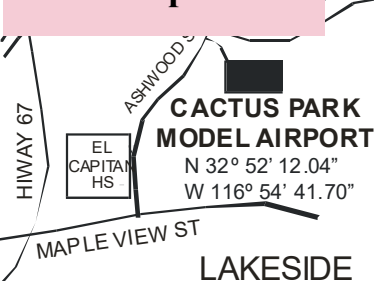
Members receiving the PDF version can click CTRL + click on the links here to join the meeting:

meet.google.com/shd-sesj-mzs

NEXT Virtual MEETING:

**Tues. Sept 1, 7:00
Google Meets**

Field Is Opened





HANGAR NEWS

Meeting Minutes August 20th, 2020

Bruce Allen

The meeting for August 20th, 2020 (because of the Covid-19 restrictions) was carried out via Video Conference from members homes. These Minutes have been compiled from the Audio from the recording of the meeting plus notes.

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: Don Westergren, Tim Peterson, Kurt Mead, Ed Mullen, John Boruff, Bill Simmons.

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 July 2020 Hangar News

After some discussion by those present the approval was given:

Proposed Bruce Allen, Seconded Jeff Koskey, Unanimous

Treasurers Report

July Expenses and Income

7/7/2020	Balance		\$14,014.77
7/8/2020	PayPal	302.48	\$14317
8/4/2020	Site Services	(45.11)	\$14272.14
	Net	\$257.37	
	Income	\$302.48	
	Expenses	(\$45.11)	\$14,272.14

Proposed Bill Simmons, Don Westergren
Unanimous

Check Keith's Presidents Message for more info as this Video meeting was short & its difficult to get a transcript.

Meeting ended at 19:30

Welcome to:

Café 

Breakfast & Lunch

Take Home

 **Deli**

MONDAY - SUNDAY
6:00 a.m. - 3:00 p.m.
12381 Maplevue
(Corner of Hwy 67 & Maplevue)
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.

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 September 2020

Swap Meet

You may recall I had hoped to kick off a swap meet in August. The poll I initiated indicated that exactly two thirds of the responders would attend. However, upon review of current State and County orders, we're still bound by the "no gathering" thing. So, we can't invite people to gather. I think that the Santee Drive-In Swap Meet gets by in that they're operating as a business. In our case, being a County Park, it's different in that we can't specifically invite people to "gather at an event". At least that's my interpretation for now. I may contact County Parks and get their read on the orders.

Reminder on Flight Boundaries

I've personally witnessed, on several occasions, gliders, quads and helicopters being intentionally flown south (on the pits-side) of the red and white Safety Line.

Yeah, we have a hill southwest of us that might provide lift, but that safety line goes on infinitum.

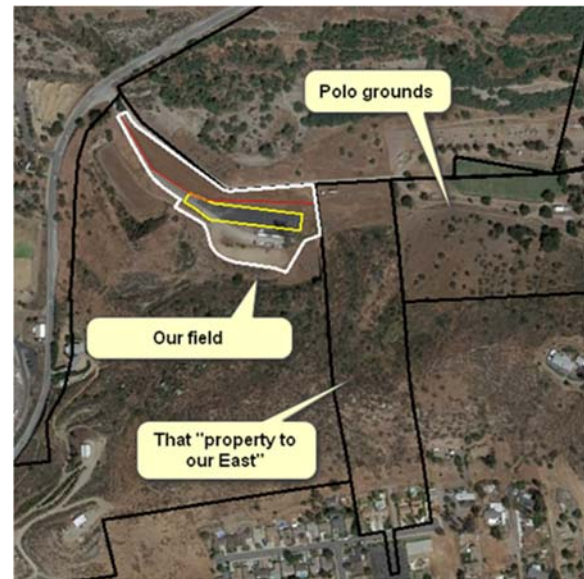
The only time quads/helicopters are permitted south of that line is when flying per the recently added Rule #13 and they remain within the bounds of Station "H". Also, quads/heli's can take off and land on the pits-side of the line, but once airborne, get into the permitted air space.

Activity on property to our East

If you've been to the field in the last three weeks, you've noticed activity just on the other side of the fence, between us and the Polo grounds.

There's a thin strip of property that goes up and over the hill which is land-locked. You may recall a couple of years ago that a shrimp farm tried to set up camp. That failed.

Now it seems that the River Valley Equestrian Center (polo grounds) are leasing this property for some sort of nursery or roaming of horses. Ron Keith acted as a club spokes-



person recently and learned a little bit, that it's a lease with option deal. The folks he spoke with said they don't mind our models flying, and that the horses don't mind either. However, that being said – there's going to be more behind the story. My action is to contact both the property owner, and Darin Bankhead (polo grounds owner) to ensure our relationship continues to prosper. There's a strong likelihood that our flying boundaries may change dynamically as they did during the shrimp farm construction. Specifically, we might have to require flight pattern modifications and short landing approaches if/when horses and people are present on that property. More to follow!

For Sale

Many of the recently donated items have been offered up in this newsletter and via club-wide emails. Now I'm trying a sort of blind auction in which I'll put out an email to announce an item for sale. Interested bidders can send me an email with their offer, and the auction will last a week.

Keep your eyes open!

Tony Mostardo recently donated many small planes, motors and materials to the club. These items will be brought to the field on the weekends (usually Saturdays) for the taking. It's mostly small motors and servos (like HS-55s), and some building supplies.



Multi-Pitch Props – RCGroups thread

I've seen and used Zinger 15x6-10 props. I've yet to see a convincing explanation as to why the pitch has two values. The pitch profile from root to tip is nearly identical to a 15x6. So, I posted a thread on RCGroups. Below are some of the responses which, to my amazement, actually sound plausible. Shared for your enjoyment:



From ChillPhatCat

Theoretically it has a 6" pitch at the base and 10" pitch at the tip and it gradually goes from 6 to 10 along the blade. If you compared it to a 15x6 the root should look the same but it's at a slightly larger angle from the prop disc... if you compared it to a 15x10 the tip angle should be the same but the root would be shallower.

I never really understood the point, I guess you should get more RPM than a 15x10 with advantage of less load, but it would be faster than a 15x6... so you get more thrust and more speed. But the thing is that it should be a very similar load (RPM & thrust) to a Plain Jane 15x8... and similar speed.

For what it's worth if you compare the tip angle between a 6" and 10" pitch it's not going to look a whole lot different, 7 degrees vs 12, two tiny angles on a small tip. All I'd expect is that the 15x6-10 looks a little steeper than the 15x6.

It really never caught on as a big revolutionary thing, you just don't see manufacturers ever make these hybrid sizes anymore... probably because it's basically a gimmick.

From RC Man

That was a trend a few years back. They try to give the thrust of a lower pitch and the speed of a higher pitch. That is more of an

advertising gimmick and decreases efficiency. I stay away from those props.

From SeismicCWave

Hard to say what the real reason was to make those props. Sorry I am not going to convince you but I will try to give you some of my thoughts.

The props were only made in wood back in the days. From my understanding those props were meant to be for the 4 stroke engines. The reason is that most RC engine propellers were made with a certain RPM in mind. Since the root portion of the propeller is spinning at a lower RPM than the tip the angle of attack on the root foil is much higher than the tip. Progressively the tip will have a twist or washout to lower the angle of attack over the span of the prop blade. The designer did not want the tip foil angle of attack to high because than it will stall at high speed.

When the 4 stroke engine came out they tend to spin at a much lower RPM so maybe the prop manufacturer figured increasing the angle of attack on the tip foil is a way to gain back a little more lift.

Now the real reason will come out only if you can corner one of the engineer that actually designed those props in question back in the days and won't lie to you.

Otherwise it was only marketing.

From Highplanes

The real reason was economic. If you have the hub at the right pitch, then the blank the prop was carved from was thicker thus costing more money. I worked for Chris Machin many years ago at Rev-Up, when Zinger came out with the prop he called Zingali and asked him about it. He also talked a lot with Axelrod of Top Flite.

BTW, since the air moves slower closer to the fuselage and cowling, the prop should be slightly lower in pitch at the hub than it is further out. But not 4" at the hub.

From AndyOne

Back in the 80s MK brought out GF props that had a tip pitch increase but it was nowhere near 4", may be 1/2" or 1". They claimed it was for noise reduction.



New members

Welcome to our newest members: “Mitch” Mitchell came to visit us several times over the past few months and now joins us. Mitch is a kit-builder and enjoys many of the same classics that I do. Matt Hunter is new to the hobby and finally took the plunge. Duncan Low is our newest member, a Junior at age 13, who is just getting started. We’ll get him up and running on some club trainers, and he’s got a P-51 ready to rock.

Welcome, guys!!

Current membership is at 129 ranging in age from 9 to 92. For those who are into statistics, the average age is 56, with the median at 62. Four of those are Lifetime members, and 15 that are Juniors. Some of those Juniors appear on our roster until they turn 19, but not all of them are actively flying.

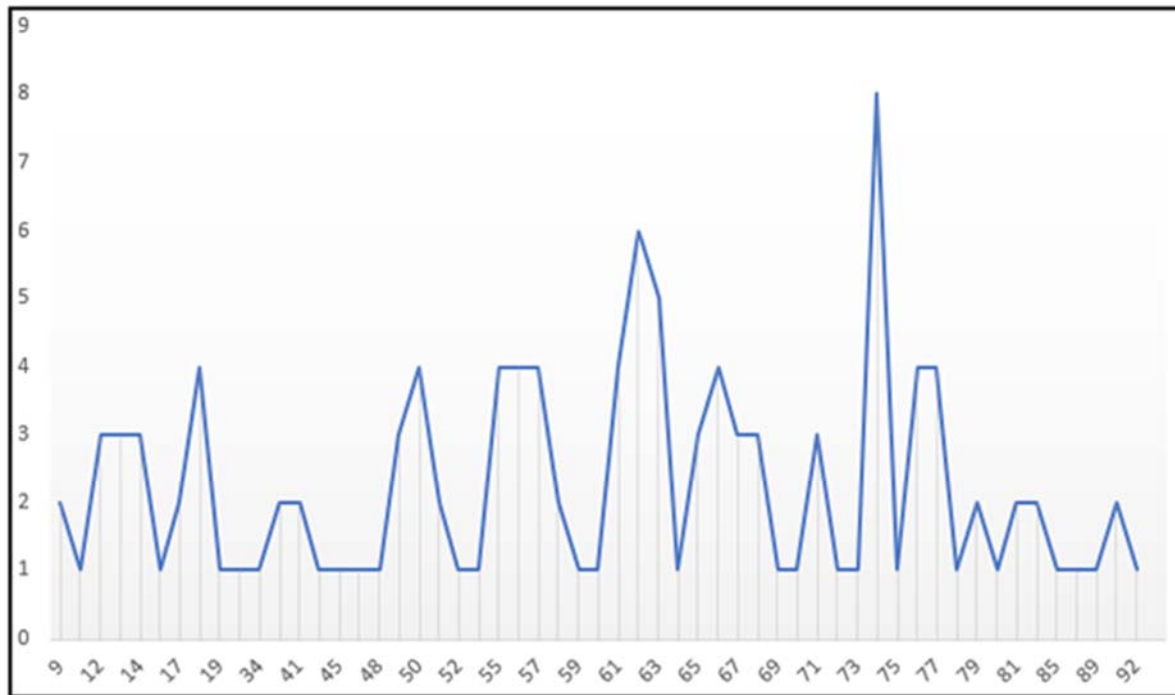


Figure 1. Age Distribution, just for fun!

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

Keith