

# INTERFERENCE

*The Newsletter of the San Gabriel Valley Radio Control League*

Volume 48 - Issue 4

Celebrating 48 Years of RC Aircraft Modeling

April 2010

## News and Notes



### President's Message

### *Going once, Going Twice, Going Three Times, SOLD!!*

It's that time of the year again for the annual Club Auction. It's time for everyone to clean out, sort out, and dig up all that stuff you don't want or need and bring it to the April Club meeting. For those of you, who are looking for unwanted treasures, bring cash. Even for those of you that think you don't need anything, I would suggest bringing cash anyway; You never know what you might find. As for myself, I will be bringing both. Once again for your enjoyment Skip and Zach will be your auctioneers. I can hardly wait.

Saturday April 17th 2010 started out with a day filled with a fun morning of float flying and shooting the breeze with fellow Club Members at Lake Casitas. Through out the day you had, of course, your occasional splash downs which included some of our club members that I won't mention by name. Although both Jim and Paul #3 will have a little less work to do on their planes to get them up and flying again, Paul #2 is a whole different story. Paul #2's plane was brought to shore in pieces in a fishing net. He will need an awful lot of CA to put that plane back together.

Around 12 O' Clock some of us went and enjoyed a BBQ lunch provided by the host club. The menu consisted of Tri-Tip, Potato Salad, Chile, Chips, Green Salad, Soda, and Garlic Bread. Is your mouth watering yet? Wow what a spread. Is it time for a nap?

I just sat down in my lounge chair reflecting on the day of flying my plane and realized, it just doesn't get any better than this. One of the highlights for me was watching Paul #3 fly his China Clipper. What a great sight and a beautiful landing. I had a great time and can't wait for the next trip.

With great sadness, Larry and I packed up and headed home around 4:00 pm. I am sure some of the lucky ones that stayed the whole weekend will be happy to share with you memories they have. Larry and I made a quick stop on our way home at Santa Paula Air Port for a quick look around. I would suggest if you have the chance some time to stop, do it. I found it very interesting. Until next time.

Sincerely,

*Paul Timpano*

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## Ken's Pen

### *For Your Bucket List*

Are you an airplane nut – like me? Can't get enough of 'em? The second you see a new model you just got to have it? And when a full size one goes over head you just gott'a look? Welcome! You're not alone. But -- you haven't really lived until you have made the Mecca of Airplanes. Flying

ones! Mecca, meaning the biggest gathering of anyplace in the world. It means the ultimate of ultimates. This Mecca is the biggest Airplane show on earth! It happens the end of July every year at a little town of about 100,000 people called Oshkosh. That's 2100 miles from here in the beautiful green and pretty wet state of Wisconsin. OK so the 2100 miles made you blink but let me tell you that seeing around 10,000 Airplanes in one spot in one week at one time is un-blinking awesome! Touch 'em! (Don't let anybody see you!) Read about 'em. See many type examples or maybe the only one of it's type that exist! And in all most all cases - watch 'em fly! Awesome!

For seven days every year the Experiential Aircraft Association (EAA) puts on a show that draws the best and plenty of them. This is a "Fly-in" show! This means that darn near every one of 'em arrive in the air and leave the same way. I watched both and loved it! A fantastic camera time. And radio scanner time. Each day's flying events starts with a Ultralight all up parade at First Light and ends with another at Sunset when all flying ceases. How many in the air? A whole slug of 'em! 50? 100? Only Ultralights! All of them at once in the early daybreak light flying a parade circling mostly over the camping area about 300 feet up. How would you like to be camping and be awakened by them flying right overhead! Ha! Love it!

The next morning hours are lots of demo's at the main runway and example test flying and short touring flights all morning and early afternoon long. Wann's fly in a B17? A Ford Trimotor? You got it! Most guys like me spent that time inspecting every last bird. 500 or so military, 1500 or so classic, 100 plus on floats at the lake. Those 100 or so ultralights. 1000 home built kit jobs. 400 MPH Hot Rods of the air along side put-puts hanging it all out side breezy's! There's row after row of parked General Aviation, many with tents under the wings. Every kit manufacture worth a darn is there selling. Every latest GA or kit example airplane is shown off to make you slobber all over yourself! Every new gadget and motor in four huge show rooms are on display. There's Airplane parts galore in the swap meet area. And one heck of a stuffed Museum. Save 6 hours for that one! All kinds of training displays and here's how to do it tents are there to be awed in!

Yes, it's partially a selling show but a major attraction is the daily afternoon big name acrobatic show with Extra's and Pitts types. It's opened with the biggest Military airplane fly by you will ever see anyplace at one time in any part of the world. In 1997 they put up in a parade formation pass at about 800 feet up including T6's, T28's and T34's all in type groups. 60 T6's and SNJ's alone!!! That a big Six Zero! 60 of them! Not 5, not even 10! 60 T6's alone! When is the last time you heard 60 big 9 cylinder radials running at once?

For my two trips I drove my Truck, sleeping in back, living out of cans and box's most of the time as cheap as I could. Gasoline and mosquito spray were the big expense. I stayed off the freeways on different routes both ways as much as I could. I saw awesome America from lots of two lane roads. Except for getting lost in the Chicago South Side, I stayed out of the big city's. That out of the way run was part of a three day excursion to Muncie Indiana where I spent a day at AMA. Yes, I flew my Cruiser from AMA's field. No, I didn't got to Dayton or the Smithsonian even though I wasn't far from 'em.

But by that time I had seen (No touch!) and photographed so many airplanes at one place and one time - that both those famous places seemed blah! Oshkosh has ruined my life. Now I wouldn't walk across the street to even to see a Concorde. (!) Why not? Because I seen one do touch and goes! Yes there a huge number of designs I haven't seen but let me tell you, Chino is nothing! Well, it's sure better than nothing but you get the point. When it comes to a full size air show, any type, any place, I've see it bigger and better already! So here's my advise to all airplane nuts, if you haven't been to Oshkosh, don't die without going!

73 (Best Regards) WA6IVD

*Ken Meade*

The guy with the nice new Club Jacket! Thank you!



So very well deserved!

## *April Float Fly*

It rained all night and then the sun came out in the morning for our float fly,

Two good things happened and one bad thing. Jay's new airplane first flight flew great, Steve's new Taylor Craft flew great for the first time, You lucky guys!

Unfortunately, Paul #3 flew his plane into the lake. All together we had ten pilots, Thanks guys for coming out, it was all good flying, and we did cook lunch.

Stan brought out his new Canada Air to show to all of us. It's first flight will be this coming weekend at Lake Casitas. Anthony, you missed the three elks swim across the lake, Hope we see you there next time.

The next float fly is the second Monday of May (May 10). The weather should be warm for a really great turn out, see you all there.

We Love the Park!

*Paul J. Moren*

## Note Worthy

Put another candle on  
the cakes of these

### *Birthday Pilots*

Carl Bailey	4
Dan Thordarson	6
"Jim ""JP"" Peterson	8
Jim Riccio	9
Paul Carothers	12
Don Schelling	13
Chester Polek	14
Chris Rodes	16
Don Eberly	17
Darwyn Wolff	19
Anthony Giandomenico	19
Steve Schooler	22
James Patton	29



## MODEL OF THE MONTH

For all of you that were unable to attend the March Club meeting, we had a treat with Model of the Month entries of two of the nicest airplanes I have ever seen. It was so hard to pick one airplane, so the Club members voted to give Gary Glasband and Ted Holdridge both the model of the month steins. Please see the attachments which the guys sent to me.

### Paul Timpano

#### Cobra Biplane

1/3rd scale experimental racing biplane prototype. Scratch built from Dan Satich plans purchased from RCM Magazine. Building time 4years on and off first scratch built effort.

Construction Balsa and Plywood covered in 3/4oz fiberglass and West epoxy. Primed and painted using Klass Kote paints. Cowl and wheel pants from fiberglass specialties. Power plant DA-50 with a Slimline Showtime smoke pump. Total weight with batteries and balancing lead 27lbs wing loading 37oz per sq. foot.

### Gary Glasband

#### Golden Era Bipe

When I first saw the Golden Era Bipe in the Feb. 2009 edition of Model Aviation, I knew that I wanted to build one. However, I needed to change it to suit my taste while retaining the same outline of the original aircraft. The original plans were not used due to the gas engine and various other changes that I wanted to make. I then drew up the plans needed to build this plane, which has the following specifications.

**Upper wingspan:** 62.5 inches with a cord of 12 inches.

**Lower wingspan:** 44 inches with a cord of 9.25 inches

**Length:** 44 inches.

**Weight:** 13.5 lbs

**Engine:** SV 26 cc gas spinning 16 X 8 propeller

**Construction:** Balsa, light plywood with a 3/4 ounce fiber glassed fuselage.

**Finish:** Wings Econocoat. Fuselage Kraylon Black over fiberglass.

**Radio:** Airtronics RD 6000 using 5 channels

Construction took the better part of one year. Four weeks to draw the plans and work out all of the de-

tails needed. Special required items needed was a one time fiberglass cowl

In addition, folding wing struts like the original aircraft. First flight is planned for the week of April 19th.

### Ted Holdredge

5939 Gallup Street, Lakewood, Ca. 90713.

twholdredge@aol.com



Gary's Cobra Biplane



Ted's Golden age Bipe



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## *Li Po Battery Recovery by Ron Scott*

Over the past 3 years like many other modelers who routinely use Li Po batteries, I too have had a few problems. And, like just about everyone else, some of my LiPo problems have been due to my own carelessness. For example 1) Forgetting to unplug the battery on the plane after a flight or 2) leaving my LiPo powered transmitter ON for some time like over night or several days. 3) Leaving the battery connected to the charger and forgetting it. Obviously in each case, there's not much left in the LiPo when I've discovered my goof. This drains the battery and sucks the voltage down to almost "0" volts. But all hope may not be lost because there is a chance that the LiPo battery pack can be recovered – in some lucky cases. Here's how it has worked for me.

First, put the battery in a regular Li Po charge cycle and see if it will recover at a low charge rate of ~ 0.5 amp. In some cases with some batteries, that's all it takes to wake it up! If it won't recover, try a balanced charge, using the balance connector, at 0.5 amp so that the individual cells can recover. I am assuming that you have a good charger capable of "balance" charging and charging all three battery types i.e. LiPo's, NiMH, and NiCd's. I use a Turnigy chargers from "Hobby King.com". (See Figure 1)

Second, but a word of caution is in order before you go ahead. This approach will take constant monitoring of the voltage of the battery while in the charge mode in order to avoid the danger of a LiPo fire or explosion. Here's how it goes. Try charging the battery as if it were a Nickel Metal Hydride bat-



Figure 1

tery at a 0.5 amp rate. But, be careful and watch over the battery as it is charging. Do not leave it unattended. As it is charging, watch for the voltage to approach 9 volts (3 volts per cell) for a 3 cell 11.1 volt pack. At 9.0 to 9.5 volts, switch the charger over to a Li Po charge and continue charging at approximately 1.0 amp until the battery is fully charged at ~12.6 Volts (2 cell = 7.4, 4 cell = 14.8 V, etc.). At all times – Stay with the charger to make sure no over charge condition or heat develops and causes a fire. (I always use a covered pan or cookie jar to contain the battery incase of a fire. (See Figure 2)



**Figure 2**

If either of the these approaches doesn't work to recover the battery to approximately 4.2 V per cell, one or more cells may be defective. If that is the case, try to recover the bad cell by connecting wires to the low cell thru the balance connector and set the charger to 3.7 volts (1 cell) and 0.5 amp charge rate. Watch the voltage climb to hopefully 4.2 Volt and stop. If the 1 cell recovers OK, Great. Plug in the battery to the charger in a "Ballanced" mode at 1.0 amp. And watch the charge rate until the battery reaches full charge @ 4.2 v per cell. For example 2 cell = 8.4 volt, 3 cell 12.6 Volt, 4 cell = 16.8 volts, etc. I have been able to recover 3 out of 4 LiPo battery packs that I would have otherwise dumped, which when you factor in the cost of a LiPo battery pack, that's not bad.

### Battery "Puffed up"???

Get rid of it – don't take a chance and keep it around where it could potentially explode and cause a fire. It could develop a pin hole leak and outgas – at which point the gas could ignite with the air and a fire can erupt and burn up your car or house, or ??? That recently happened to a friend of mine who was trying to charge a Puffed LiPo on the passenger side of his SUV. Fortunately the door was open and someone spotted the smoke and dumped their bottle of soda on it to save the day.

### LiPo Disposal

If you can't recover a battery, its time to totally discharge and dispose of it. LiPo's can be disposed of in theregular trash – unlike Ni Cd batteries which need to be recycled.

You need to discharge the battery by using a light-bulb, resistor, or whatever to less than 2 Volts per cell. The whole idea is to take as much energy out of the battery as possible. Next, cut off the connector as short as possible. Do not short out the wires or there could be sparks. Using a pan or bucket fill to 1/2 with water and add 1/4 cup of salt. The salt water takes the remaining charge out of the battery pack. Let the battery pack soak in the salty brine between 1-2 weeks. Now the battery can safely be thrown in the trash.



**Figure 3**

*Editor's Note: This article was sent to me by Paul Moren who recieved it from the author, Ron Scott.*

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**CLUB WEB PAGE ON THE INTERNET**

<http://www.sgvrcl.org>

Club members and newsletter readers are welcome to join our e-mail list. Sign up at: <http://groups.yahoo.com/group/sgvrcl>

**NEW MEMBERS**

New members are welcome and encouraged to join the SGVRCL, Inc. Please contact club Membership Chairman Kim Seligmann. His contact information is in the list to the left.

**MEETING INFORMATION**

**Business Meeting**

2nd Tuesday of the month: 7:00 p.m.

**General Membership Meeting**

4th Tuesday of the month: 7:30 p.m.

Note: There is no December General Membership Meeting!

**CLUB MEETING LOCATION**

The club has a new location for all club meetings. Sincere thanks go to Bob Chase for arranging the use of the El Monte Airport Administration building our meetings. This new building, which has conditioning and heating, is a first class venue our club meetings.

The building is located smack dab in the center the airport off of Santa Anita Ave. Look for the building

**R/C Flight Instructors**

*Chief-Instructor:*

Ken Meade (626) 282-1461

Skip Adams (818) 652-6806

Jim Seely (562) 692-4680

Carl Balmer (714) 827-4164

Lynn Burks (909) 860-5451

Felix Cervantes (626) 572-8044

Larry Chapman (626) 338-3859

Steve Lopez (562) 908-4429 (Helicopter Instructor)

**Board Meeting Minutes**

in order to save space in the newsletter, a copy of the minutes of last month's board meeting has been put online at [sgvrcl.org/boardmeeting.pdf](http://sgvrcl.org/boardmeeting.pdf)

**Model of the Month Contest**

Now that we have acquired such a nice room to hold our meetings, let's keep it that way by making sure that the models we bring to our meetings have their fuel lines capped off and are drip free of oil. The last thing we need to do is wear out our welcome by leaving drip spots behind!

**Park Police Dispatch Number  
800-834-0064**

This is the 24-hour dispatch number for the Park Police. You may want to jot this number down and stuff it in your wallet for future reference. When you've seen someone flying unsafely, this is the number to call if the flyer refuses to abide by the field rules.

**Change Of Address**

If you need your newsletter sent to a new address the quickest and easiest way to let me know is through email. Send it to: [webmaster@sgvrcl.org](mailto:webmaster@sgvrcl.org). You can also call me on the phone (626-695-2919) or send a note to the club post office box:

SGVRCL, PO Box 1645  
Duarte, CA 91009

# Schedule of Club Events



## April 2010

## May 2010

## June 2010

**April 12**

Float Fly - Legg Lake

**May 10**

Float Fly - Legg Lake

**June 5 & 6**

Pattern Contest  
Whittier Narrows

**April 13**

SGVRCL Board Meeting

**May 11**

SGVRCL Board Meeting

**June 8**

SGVRCL Board Meeting

**April 27**

SGVRCL Club Meeting  
and CLUB AUCTION

**May 14, 15, 16**

NMPRA Race  
Whittier Narrows

**June 14**

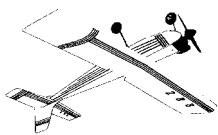
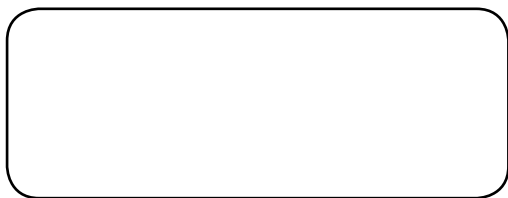
Float Fly - Legg Lake

**May 25**

SGVRCL Club Meeting

**June 22**

SGVRCL Club Meeting



*San Gabriel Valley Radio Control League  
The monthly Newsletter of the*

# INTERFERENCE

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