

INTERFERENCE

The Newsletter of the San Gabriel Valley Radio Control League

Volume 48 - Issue 2

Celebrating 48 Years of RC Aircraft Modeling

February 2010

News and Notes

President's Message

Rain, Rain go away; come back on a Non-Fly Day.

Looking back at the past month and the events of the season brings me to a story to tell you. I was traveling one of those really rainy days, you know the day when the wind shield wipers couldn't keep up with the down pour. I was on the 60 freeway going to UCLA to drop my daughter Maegen off, when we looked over at the field and saw the river water as high as the bike path. WOW. Although I have heard stories about the river and that in the years past it was even higher than that. Unbelievable!

It seems like we have had a few weeks of nothing but rain, rain and yet more rain. After raining all night long, I awoke to find my back yard under water and my house floating away. So I ran to the garage to get my float plane out, only to discover that it had started raining again. So hard that I didn't even try. I think everyone would agree that we have had enough rain and glad to see the Sun shining.

I would like to take a moment to welcome our new Vice President Jim Patton. A big thanks to Jim for accepting another year term as our Vice President. Last year Jim was able to get us some great guest speakers. Jim has been busy already checking into more guest speakers. This month he has lined up a great speaker by the name of Richard Correa from GWS Products. I can't wait to see what Richard has in store for us at the monthly meeting February 23rd at 7:30 pm.

Attention all members, our membership renewal is down. All you members that have not yet renewed, please do so as we need your support. Do you have any friends that might be interested in joining the club? The fee is very reasonable at 20.00 a year for emailed news letters or 30.00 for a Post Office copy. All new members will receive a club hat. You will find a renewal form attached to this news letter. Just print it out, fill it in and bring with you to the monthly meeting. Better yet, come by the field with your planes and the renewal form for a great day of flying. The club looks forward to your renewal.

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Sincerely,

Paul Timpano



Ken's Pen

Bulletin Board Makeover

Got to take a sec and thank Past Club President "par excellence" Dan Milojevich for his taking over the Display in the Bulletin Board at the field. Dan loves all areas of aviation science so be sure to look over his shoulder now and again. A few years ago Dan bought a place in Salem Oregon but work has brought him back during the week. So he now has time on his hands because during the work week - he's homeless. (!) So he's been begging for fuel or balsa wood at the park entrance I hear - and ideas for the display too. If you run across anything printed that would be of interest you might guess where he hangs out week nights. I haven't actually seen him there and the roof of the Bulletin Board is kind of small. But he can't complain since he designed it. If you want to get a hold of Dan there's a small area for public messages next to the plastic cover. If you see a tin cup hanging there you know what it's for.

2.4

Recently one of the guys at the field could not get his 2.4 to start working. He tried resetting, different batteries and a few favorite words with no luck. An hour later it fired up as if nothing was wrong and he flew ok.

2.4 is a catch all band that has tons of users. It's entirely possible that all of them were on at once. Well, maybe not all, but enough to make his transmitter and or receiver think they were. One of the basic tenants of the 2.4 band is that none of the equipment sold is supposed to interfere with any others when others are already operating within radio range. It's a first come, first serve thing so to speak. A really good system considering our use!! Since there's only a finite amount of usable area in the 2.4 band the radio has to take a look at the whole band before it starts transmitting. On 72 we use frequency control tags to keep others from clobbering our signal. Since we don't use tags on 2.4, each unit is on it's own to verify that an operating area is clear of other current users. At times the band can be stuffed and we have no way to know it. Then the dang stupid radio won't work! But it isn't so stupid after all. In a blink of an eye it has already searched the 2.4 band for radio signals and found plenty of 'em. Too many to allow it to safely operate. So it won't!

When this happens it can be frustrating because we don't know what's wrong with our stupid radio. It worked an hour ago and nothing has changed! Maybe the battery is dead? The switch gone bad or who knows! It would be nice if the 2.4 equipment had a method of advising us when this happens. Like setting off a red road flare or something as good at getting your attention. In the meantime we beat our heads against the wall, rant and rave about the darn brand of radio - or even ask the local guru on top of the hill for his advise on life in general. Without feedback from the system - were hopeless - helpless too!

For about 30 to 50 K we can buy a little piece of test equipment that could monitor the 2.4 band. Within range of it's antenna of course. That's 30 to 50 K as in \$30,000 to \$50,000 - or somewhere around that number. Maybe even 100 K! Does it make much difference? Probably not I would venture to guess. No, the unit's at JPL in Pasadena won't help. Actually, I don't know crap about looking at radio signals on the 2.4 band. It's a pretty mysterious area apparently involving brains and a lot of probably proprietary knowledge. In the meantime there's millions of those very cheap little chip 2.4 chips out there that do it all the time. When will somebody take one - or even one of each brand - and feed the band use information into something we can glance at and get some feedback why our radio won't work?

WA6CAD SK

Finally on a more somber note, I must comment on the recent loss of one of our own best of the best. Now a "SK" in ham radio talk. "SK" means "Silent Key" and referring to the use of a Morse Code transmitting Key. Jim Hardesty, WA6CAD, also know as Propwash at the field, was licensed around 1958. He had made electronics his living which was real handy for us at the field. He repaired a lot of our club stuff for us over the years and even some ham equipment for the guys, including me. He would never take a cent in reimbursement or pay

ment. But he really shined when it came to modeling, having created many beauties. One little paragraph here sure doesn't do him justice but I assure you all, he was one neat guy. I'm very proud to be one of many who knew him.- and very sad to know he's a SK.

A special "73" to Jim, WA6CAD
SK

WA6IVD 73 (Best Regards)

Ken Meade

Note Worthy

Put another candle on
the cakes of these

Birthday Pilots

Frank Walther	1
Willie Miralles	3
R. C. Englehart	10
Ka Kit Wong	15
Paul Moren	20
Felix Cervantes	21
James Seely	23
Richard Correa	28

New Members

Vinny Russo
Jimmie E. Walker

February Float Fly

Another WOW! 7:35 a.m. two flyers at the gate already. The weather is perfect, no rain today.

We had a new guest, Doug Lock came out with a 33" Telamaster, electric, it's a great flyer. Today we had three "First Place Trophies": Jim Riccios' first flight electric Seamaster, and it flies great and then guess what? Frank Walther couldn't stand it any more and he flew his new Seamaster very well, and then Steve Schooler with a new Cadet LT40 on floats flew for the first time, all three with new planes flying for the first time, all three had a great morning. There was one splash but it is a secret who did it.

We had 16 pilots, 2.4 is getting more popular. But we still use the nail frequency board. You should have seen Paul #2's 13' Cub on floats, it flies so good off the water. Stan Wagner flew his Canada Air Twin and thrilled us all, Rudy got the incidence right. Anyway Anthony Giandomenico hosted lunch with his famous "Elk Burgers", and the other pilots brought chili, baked beans, brownies, sodas, cookies, Bob's super potato salad, Paul's' stove. It was just a perfect day

See you guys Monday March 8, 2010 at Legg Lake.

DON'T FORGET THE SANTA FE DAM FLOAT FLY FEBRUARY 27, 2010

We love the park.

Paul J. Moren



The "Float Fly Blessing" from the Elders of the tribe.

Editors Note: More Float Fly pictures on pages 6 and 7

A History of the SGVRCL - Chapter 6

My brief experience in 62 or 63.

After several years of yacking on ham radio night after night and hearing of a then popular and famous “Orbit” receiver for sale locally for \$10, the urge got me again. I don’t know what happened to my Kraft or Deltron receiver, maybe crash damage. With little money available for a family man to spend on hobbies, the \$10 was interesting because new ones cost \$40 and up. So I bought it and put together a RC kit I had on hand. At the new field just built in the new Whittier Narrows Park, all the guys stopped flying – just for me. Not because I was anything special - but a dummy! All new equipment using 5 new frequency’s recently issued had become available making my \$10 radio obsolete big time. Now I knew why it was only \$10!

They all knew that their transmitters would wipe out my old design’s simple receiver in a flash – or visa versa - considering my old home built transmitter. Hi! So anyway, with the very nice cooperation of all there, maybe five of so flyers, they all stopped operation to watch – the show. Those guys had to be some of the early founding fathers of the Club. Nice guys of course! Being that my transmitter was car battery powered, my flying had to be done from close to the spot where I usually park today. After hand launching out of the pits that model went everywhere but straight! After a wild several minutes near the wall it finally crashed landed – sort of. A victim of the then famous “CB” band and a receiver that heard every one of the CB’ers, all at one time! Changes had passed me by big time in only a few years. So back to ham radio it was for me until ‘75!

Looking back, their five new channels in the midst of the CB Band must have sounded good to Rc’ers in ‘62. Remember, we had only one channel before and had to take turns flying. All the old stuff like mine was trashed with the introduction. The transistor had taken the market by storm with new developments monthly almost, making obsolete all old electronics as fast as new designs could be created. No more expensive 22 volt batteries needed, no fragile tubes! Transistors are small and light too! But as the CB voice band became immensely popular, RC’er squeezed in between their channels must have got glitch’s galore. Now I was out of the hobby at this time so I really don’t know the sequence here but about this time in ‘62 thru ‘64 a new radio system design was being developed. Proportional Control! An astounding development and only possible when transistors arrived. It took place mostly here in So Cal and some right here at Whittier by guys like Phil Kraft. Still today, the basic principal of the then new proportional pulse modulation design is used even in today’s 2.4 GHz radios. It’s possible that the voice CB’ers created so many problems that the FCC was kind of forced into letting us use another band, the 72 MHz band of today. Probably thanks to AMA.

Somewhere in that same time period the new band, 72 MHz, was authorized and we were allowed 5 channels of our own and 2 shared with surface models, mostly boats. So we had 7 usable channels all our own. Neat! This is what I came back to in ‘75 as a ham radio operator with it’s Ham Band 53 MHz privileges in RC .

In ‘71 the company I worked for moved to So El Monte, about 1.5 miles from the field. In ‘75 knowing the Field was there from the earlier very brief dumb experience, I stopped by and looked. WOW! What pretty models! Ours had been silk or tissue and dope, kind of a dull looking finish. These new one’s where shinny bright and colorful! I’m hooked again, this time probably for good. After finding out that the shinny finish was something called “Monocoat”, I had to try it and to solve it’s mysteries! Which I never did of course. Modeling and it’s magic of Flying goes on! And on!

But I do recall the last times I flew at the dam site, our activities were greatly hindered as Go-Carts found the old road. Lots of them. They were probably the reason for the search for a new site that the Club was formed for. See paragraph 2, “the flying site in use was lost”. I think the go carts use got so out of hand the Engineers kicked us all out, but I wasn’t there so really don’t know what happened.

Ken Meade



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Mon-Thur: 11-6 Fri: 11-7:30 Sat: 11-6 Sun: 11-4



Editor's Note:

The picture to the right is from Jerry Swaim. He wrote,

“See if you can put this in the club web site. Megal lost control and it went straight in just west of the bicycle path. The wet ground was so saturated all that happened was he broke the prop and caked his motor with mud. I have never seen anything like this before. Today was his lucky day. Someone mentioned lawn dart??”



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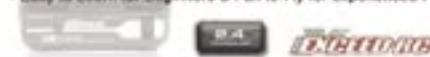
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2009 CLUB OFFICERS

President: PAUL TIMPANO

562-631-8936 rpmtimpano@verizon.net

Vice-President: JIM PATTON

909-395-6769 jamespatton@ups.com

Secretary: TED HOLDREDGE

562-425-8924 twholdredge@aol.com

Treasurer: STEVE LOPEZ

562-908-4429 Email.SteveLopez@verizon.net

Past President: MARK MELVIN

626-638-3251 sgvrcleditor@earthlink.net

Contest Coordinator: GARY GLASBAND

818-554-3517 leevonderhey@earthlink.net

Sergeant of Arms: FRANK WALTHER

562-908-5995 frankjulia@earthlink.net

Field Marshall: JERRY SWAIM

626-967-9920 rcflier1@gmail.com

Safety Cordinator: NORMAN LOUIE

626-806-2049 normthunder@yahoo.com

Newsletter: JERRY NIELSEN

626-695-2919 webmaster@sgvrcl.org

Membership: KIM SELIGMANN

626-334-4642 ka1wcc@yahoo.com

Haberdasher: FELIX CERVANTES

626-572-8044 felixc1930@yahoo.com

Refreshments: LARRY CHAPMAN

626-338-3859 jan_2468@yahoo.com

Member At Large: PAUL MOREN

323-256-0519 m-pmoren@sbcglobal.net

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

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. 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



February 2010

March 2010

April 2010

February 8

Float Fly - Legg Lake

March 8

Float Fly - Legg Lake

April 12

Float Fly - Legg Lake

February 9

SGVRCL Board Meeting

March 9

SGVRCL Board Meeting

April 13

SGVRCL Board Meeting

February 23

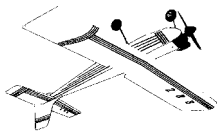
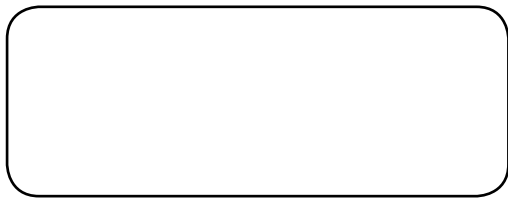
SGVRCL Club Meeting

March 23

SGVRCL Club Meeting

April 27

SGVRCL Club Meeting



San Gabriel Valley Radio Control League

INTERFERENCE
The monthly Newsletter of the

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