

# Schedule of Club Events



## January 2010

## February 2010

## March 2010

**January 8, 9, 10**

AMA Convention  
Ontario Convention Center

**February 8**

Float Fly - Legg Lake

**March 8**

Float Fly - Legg Lake

**January 12**

SGVRCL Board Meeting

**February 9**

SGVRCL Board Meeting

**March 9**

SGVRCL Board Meeting

**January 26**

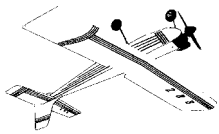
SGVRCL Club Meeting

**February 23**

SGVRCL Club Meeting

**March 23**

SGVRCL Club Meeting



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

# INTERFERENCE

SGVRCL  
P. O. Box 1645  
Duarte, CA 91009

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# INTERFERENCE

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

Volume 48 - Issue 1

Celebrating 48 Years of RC Aircraft Modeling

January 2010

## News and Notes

### *President's Message*

I would first like to take this opportunity to say Thank You to the Club and the Board members for electing me as your President. I'm looking forward to a great year as your new President.

Let me share with you a brief history of my model building. I started building model cars at the ripe old age of 10 years. I entered my first model car contest when 12 years old at our local Hobby Store in Whittier. To my surprise, I took home a 2nd place trophy, which I proudly display on my desk at home even today. From there I started building R/C airplanes. My first airplane was a glider named The Wanderer. With the encouragement of my Dad I flew R/C gliders until around the age of 21. Then my interest and hobbies changed to working on and restoring cars.

My career as a mechanic lasted until 2007. In 2007 I was injured and became unable to work, so my career as a mechanic came to a screeching halt. Finding myself sitting around the house all the time got old really quick, but then for my birthday my loving wife let me buy an R/C airplane. I suspect it was just to get me out of the house. Little did she know that this was just the beginning of an enjoyable hobby again, and off I went. It was just what the doctor ordered. The airplane was a Sig Kadet Senior Kit. I was a little rusty at building so it took me 3 months to finish. I did everything I could think of to make sure it was a beauty. Boy did it look good, (but not for long) Ha! Ha!

Thanks to Ken Meade I learned how to fly. (It's all his fault!) Ha! Ha! It has been a challenging learning experience ever since that first flight, but since then, I have made a few more planes, crashed a few and am still learning as I go.

I had the pleasure to attend the AMA EXPO this month. We sponsored and ran a booth at the show. We raffled off a 2.4 radio and a plane. The plane was donated to our club by Nitro Airplanes. A big thank you goes out to them. We also received a few membership renewals during the show. We were able to talk with people about our club, hoping for new membership in the future. I know I had a great time, and I am looking forward to the 2011 Show. I only hope that next year they have discounts or reduced rates for parking. Eight dollars seems a little high. (Ouch!)

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A big THANK YOU to Ted Holdrge and Larry Chapman for organizing the setting up and tearing down of the club booth. I would also like to thank all of the SGVRCL members who took the time to help with this event.

*(continued at President on page 4)*



## Ken's Pen

## Watershed Conservation Authority

With that title you would think the "Authority" would plan on conserving water! So why are they planning to change our field into Soccer Fields? Pretty much a stretch in the name wouldn't you say? But apparently they have the power to make it happen – or if not, why would they even bother to plan it? Bureaucracies move in strange ways – except when it comes to financing their project. Fortunately, California is strapped for money and as of Jan 1 the Authority has been forced to curtail its operation. Check its home page website. Google or Yahoo search the title. Curtailed or not, its plan still could be carried out with money coming from political strong arming. Remember the "Bridge to Nowhere"? Who knows, next year or the one after may see California in a better financial position. Can we afford to relax from this threat?

I haven't asked or heard just what the Authority was thinking in replacing us with soccer fields. I can only think of is that they want to get rid of the asphalted areas we use. Removed, there 'd be more exposed ground absorbing water. But what about the asphalted bike path? There's more square feet of asphalt than we have!

OK, so they spoke of replacing our facilities elsewhere within the park. It will never happen. Remember the Mile Square flying site? Years later now they have another golf course and no place to fly! That field was supposed to be replaced too. Yeah sure! Besides, it's a stupid idea in scraping our investment for more Soccer. How in hell is the "watershed" going to be helped? How much taxpayer money is needed to make the Authority's plan happen? 10 to 20 Million? 30 Million? Cheeze! What a waste!

None – absolutely zero – of the special interest groups within Area A in the park that are proposed to be moved or changed by the Authority agree with the plan. All are 100% against it or have kept their mouth shut. Even the Soccer people did not support the idea at the meeting recently. They weren't there at all! They know full well that on today's annual budget the park can not support even one more soccer field. There is still space for two un-financed proposed soccer fields north of the BMX Area now!

OK, so they are nuts, but if and when they have money in hand, we still could lose. So how do we keep the money out of their hands? Protests? We can do that. Where and when? But not today. We haven't planned for it. We've only 3 to 4 hundred individual users of our field. About half are club members including many non-active. This won't be easy to lead with so few concerned. It will put a huge work load onto the leaders. Financing a fight will be a real burden. Too many would just give up and go fly their electric anywhere.

One more thought that's a no cost, no brainier. Your vote. You know who's in power. Let's vote to start fresh with some real conservative sane brains at every opportunity. You should even consider which party would best help. We need a party that likes to tighten spending. Don't be a loyalist to the wrong group. Starting with the Legislators and every other position down the line, especially the County Supervisors. They control the County Parks operating budget. Where funds would come from for the plans is apparently in the air. So let's vote all the big spenders OUT!

Internet information.

[http://watershedconservationauthority.org/about/about\\_intro.html](http://watershedconservationauthority.org/about/about_intro.html)

[http://watershedconservationauthority.org/about/about\\_jpa.html](http://watershedconservationauthority.org/about/about_jpa.html)

Or check our web site SGVRCL.org for links. Were looking for ideas on how to fight 'em so look for weak spots!  
73 (Best Regards) WA6IVD Ken

73 (Best Regards)

*Ken Meade*

## January Float Fly

Well, on December 11, 2009 some of us (11) went to the N.O.P. meeting to renovate the Park we love and it seems the first phase was to make our area into four (4) soccer fields, which totally upset me. The good news is there are no funds at this time. All airplane fliers should keep track of this all of the time – you never know when and where they will pop up next.

So let's get to the float fly. We had 11 pilots this time. Joe Bauch didn't show up, he was unloading his car from the AMA show, bad boy Joe!

Felix had his Pond Master flying good again, he purchased some plans for a 6' PBY for electric power, hope he builds it. Felix also signed us up for a new key for February's float fly, it will be in the mail soon. Thanks Felix.

We had large hot dogs and potato salad thanks to Bob L., brownies thanks to Jay, chili thanks to Phil, thanks Stan for the Sausage. The weather was perfect, wind was calm, just perfect.

See you at the **February 8** float fly.

We love the park.

*Paul J. Moren*

## AMA Expo

The AMA Show was held again this year in the Ontario Convention Center on January 8, 9 & 10, 2010. A special thanks to Larry Chapman, Steve Lopez and Darwyn Wolf for their help in setting up our clubs booth. Larry Chapman displayed two of his planes, which drew a lot of attention. In addition, a special thank you goes out to all of the club workers that took time off to help sell raffle tickets for the two prizes that we awarded Sunday after the show. Pegasus Hobbies help the club with the first prize; a 2.4 Spektrum 6 channel radio system and Nitro Models supplied the Ultimate ARF for the second prize. The first prize went to Mark Brown of Hesperia Ca, and the second went to Steve Bishop in Walnut Ca. Congratulations to both winners.

The club earned a little profit for our runway fund. Everyone had a great time and while the attendance was down a little from last year, there were more than enough new items to go around for everyone. I tried to get the new ? scale Cub that Cermark had on displayed tucked under my coat and out the door. This ARF is one of the highest quality and detailed planes that I have seen lately. Everywhere you looked, our hobby is getting better and bigger each year. Aero Works had a new Cessna 195 ARF that had Jim Riccio rethinking his limit at the ATM's.

This year we had some of the most interesting speakers at the show. If you missed the AMA show, you missed a great time. Make a date to attend the next show in 2011.

*Ted Holdredge*

## Note Worthy

Put another candle on  
the cakes of these

### Birthday Pilots

Fadi Marouf	1
Frank Luisi	2
David Gavin	7
Matt Robinson	9
Larry Kaneshiro	11
Robert Flores	14
Ross Negrete	14
Bob Campbell	15
Bob Padgett	15
Dan Whitten	17
Leroy Meyer	19
Hugo E. Razo	24
Timothy Thompson	24
Keith Giles	26

**President** *(continued from page 1)*

Just a note on the hostile take over of the field. There has been a lot of rumors going around about the field closing. I just want you to know it is just that; Rumors. At this time the field is not closing, so bring those planes out and lets FLY. Ted told us at the Board meeting that everything is in a holding pattern as the Water Shed Management has lost a lot of their money.

There will be more information to come at our monthly meeting. Remember, the meeting is always the 4th Tuesday of every month, with the next one scheduled for January 26th at 7:30 pm at the El Monte airport. See you there!

Sincerely,

*Paul Timpano*

**Can you identify this plane?**

We got an answer to this identity request. Anthony Giandomenico writes:

The airplane in the photo with my in-laws is an American Eagle A129 powered by a Kinner K-5, 100HP five cyliner radial engine.

*A History of the SGVRCL - Chapter 5*

A typical flying morning at the old Rosemead Blvd site by the Dam. Parking was on one side of the old cement road off in the dirt and set up the transmitter. Then you would get your model out and open the receiver cover. There we clipped on a set of WW2 surplus earphones on to the test points. Meanwhile a helper would key the transmitter that was powered from the car. The tubes in the transmitter were powered from a WW2 aircraft DC motor generator which made a distinctive whine. Then I would take a hike down the old road carrying the model, listing to the radio signal threw the head phones. About 300 feet away and using a special tuning tool, we would carefully turn the "Front End" coil tuning slug for maximum sound. What we heard thru the head-phones was a 1000 cycle tone when keyed, sounded like a telephone dialing tone only slightly higher in pitch. If it worked, which it did pretty well actually, we would rubber band the wing in place.

Next came winding the long rubber band carried inside the fuselage, putting in at least 100 turns, one rudder turn used for each two rudder commands . Those turns powered the rudder's simple Signal or Neutral (SN) "Escapement" control. One rudder movement for each push of the control button, left or right in sequence. We always checked to see which one was up next, so that you would know what rudder would happen first after the launch. Once in awhile we would run out of "turns" in the rubber band that powered the whole thing! No big problem as the last working control was neutral rudder. We just couldn't control the model anymore, it would keep on flying somewhere until fuel run out!

My motors were Glow K&B .09 or .15 which was typical. All hand started of course. The start battery was usually a large "dry cell" lantern battery, Nicads not being around yet. My fuel tanks were mostly home made out of brass sheet we soldered up. No clunk or anything. Just a fuel in tube on top and an out tube on bottom. Nobody was ever planning to fly upside down for sure! Finish was doped "rice" covering paper or real silk if you budget allowed it. I used paper for sure and just enough dope to fill the weave! Most of my models were various shades of pink. Mixing one bottle of red and or white as the supply ran low, making the various shades! No wasted paint! The home house payment was a hefty \$75 including property taxes so every cent counted!

By today's standards the most of the models were really basic developed from free flight designs. They had no throttle, aileron or elevator control. Some of those controls were available, but using a much more complicated and expensive scheme. The models we used were set up like a free flight of the era. Lots of motor down thrust with high incidence flat bottom wings including dihedral. They were expected to be able to climb readily under power and descend in a glide after the motor quit using the same elevator adjustable on the ground trim tab settings. The rudder control was on or off in sequence. In other words,  
*(Continued at History on page 5)*

**History** (continued from page 4)

if you wanted a right twice in a row, you had to sequence threw the left to get the second right. It sounds clumsy but it worked fine. All rudder turns produce a diving turn and if held on longer, a speed building spiral dive. This speed could produced a very strong climb as it pulled out of the dive when the rudder was neutralized. The speed also could be taken advantage of with more rudder. Timed right it produced a nice barrel roll! Sometimes repeated over and over. Back to back rolls! Neat! That barrel roll was about the only maneuver I could ever do. A few could actually get a loop out of that speed but I can't remember seeing one.

We were all on the same frequency so could only fly one model at a time. That was the only frequency available was for non license use. Every other radio type around was FCC licensed in those times. Later our channel on 27.255 MHz became part of the 27 Megahertz Citizen Band of today, some of which was dedicated to RC - and still is. One morning a "Ham" arrived to fly his model and he had his own private frequency! And Elevator control too! This set the hook for me and a few months later I was reeled in. Then for 17 years I never touched a piece of balsa – except one flight, around late 1962 or maybe early '63. This was around the time our existing field was being created and that flight was at the new site.

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.

New Members  
 Keith Giles  
 Rob Schneider  
 Tony Del Grosso



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**TOP 9 DEALS**  
**JANUARY 2010**

January Promotion Ends 1/31/10

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January Sale **9<sup>99</sup>**



Hey! Check Your Mail Box, Dude!

**Don't miss it!**

It's coming: the Hobby People **AMA Convention Weekend SALE!**



Come see us at the annual **AMA Convention**  
At the Ontario Convention Center  
**January 8-9-10, 2010**

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- Flying Weight: 850g (29.9ounces)
- Length: 1100mm (43.3inches)



421 Twin-Engine



Messerschmitt BF 109F



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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](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