

# INTERFERENCE

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

Volume 48 - Issue 3

Celebrating 48 Years of RC Aircraft Modeling

March 2010

## News and Notes



### President's Message

### *Rain, Rain, go away. - Part II*

Yes I said rain, your probably saying to your self what the heck is he talking about its sunny and 80\* outside. Ok flash back to the beginning of the month we had some rain, not a whole lot, but enough to

cancel the float fly at Santa Fe Dam. Fast forward a week; I went on a vacation with my Wife to see our oldest Daughter, our son in law and our Granddaughter, a beautiful 3 yr old living in Minnesota. (Burr).

We fly into Milwaukee and it's raining, and hop onto the connecting flight to St. Paul and it is raining. Unfortunately it rained most of the week, only to clear up on Sunday the day we are leaving to come home. Great! Fly out of St Paul Minnesota going to Atlanta for a connecting flight and it's still raining. At this time I am thinking that this rain is following me. Only to arrive in LA to no rain. Thank God.

Allow me to share an exciting vacation story. It all starts with leaving LA Monday March 8th morning. Flight leaves at 7:05 am. Our thoughts are only to get to the gate on time so we can start this wonderful vacation and I can get a window seat. Ya!

Taking off our shoes, emptying our pockets and making it through the security check, only to find my wife setting off all the alarms in the airport. Away they take her to a nice little booth for further inspection. You see, she has a titanium knee so she is unable to slide right through. I am sure some of you can relate to this huh? As she is practically strip searched I find my self getting a kick out of it. Good thing she doesn't read this. J

Ok now getting through security, we run for the plane. Now on the plane, doors and overheads all shut, in our seats with seat belts securely fastened and going nowhere. The announcement goes like this. "Hello everyone. This is your captain speaking. There is a light on the dash board that is not working. It is not an essential light but I do not feel comfortable leaving without checking with our mechanics. A technician is going to take a look at the problem giving us a delay of anywhere from 1/2 to 2 hours. We will keep you posted. One half

hour later the captain suggests that anyone can disembark as it is taking longer than expected. We decide to get off as the plane is now getting stuffy with angry passengers on board. Great! As we sit in the terminal awaiting word, it finally comes, our plane is BROKE and we are stuck in beautiful LA  
*(continued at President on page 3)*

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## Ken's Pen

### *Members Helping Out*

Got to thank Larry Chapman for finally sealing the leaky roof vents on the Container! Yeah! I think he bought the gallon of tar out of his own pocket too! Certainly he used his own tools and ladder for the job which he hauled down to the field and back home. It's really nice to not have to remember to put the rain bucket under the vent when closing up! Thanks again Larry.

The Bulletin Board by the water fountain looks great, thanks to Dan the Man. But we still have a lot more maintenance projects waiting for us to make a move on. None of 'em will make day to day operations or flying any better, just nicer and maybe safer. Like the safety barriers at the runway. Some of them are getting pretty ragged. One got replaced so far. And recently the landing zone definition flag pole took a hit, breaking off it's flag top. Jerry Swaim is the man on it. That one is done! Thanks Jerry. Spring weed control around all the asphalted areas is ready. All this rain sure made that stuff go! We've asked the County they just got it done. Thanks Park guys! Otherwise were looking at quite a few hours of hand spraying. One of the two remaining old benches has given up with rotted out legs. Leslie was going to try and salvage it. But the park beat him to it! It's history! The rest of the benches got their problems too. One has a big dry rot spot and all of them sure need paint. Along with most of the table tops. They get a beating but still keep ticking even though they look terrible. Any low cost ideas there? No sharp edges! Plasticized wood decking has been recommended as a replacement but it is sure expensive!

Extending the runway another 50 feet was brought up too. Now that's not a maintenance item and it would be big bucks too. 15 K?? Years ago we considered DG ( Decomposed Granite) or just dragging the area. But we don't have a drag much less a tractor to pull it – or a place to store one! A typical ride on mower would do it. Anybody know of one that's running – that's cheap? The thought was to smooth drag and roll compact the whole length of the runway about 20 feet or so towards the fence and a large runoff area at the south end. Wouldn't that be nice?? Maybe even the area in front of the safety barriers? Interesting enough, the big bumps in the grass there currently impede the progress of any errant taxing model pretty darn good from getting to the pilot stations. Kind of like speed bumps in a parking lot. A good thing in our case.

Our asphalt runway is still in good shape. Yes it's got some cracks but nothing to worry about - yet! The two east/west taxiways have a couple of dips that are just not quite prop breakers yet. They can be patched easily and cheaply with a little labor.

But the North - South asphalt walk way at the flight line is sad. It really needs a face lift. It could be patch by us but gee! It sure wouldn't be a 10 minute job! The walkways from the parking lot into the pit area have pretty severe tree root damage making walking on them interesting. The Park is supposed to be budgeting for replacement we hope.

2.4 has greatly reduced the need for our three frequency control stands. They are getting kind of shabby. They could be cleaned up and compacted to just one stand in the center with little expense, basic tools and labor. See Larry Chapman on this one.

So what we need is a maintenance day. You know, close the field to all flying until the work is done. That would get the troops out of the pits into work gloves! Nobody goes to the field to do maintenance work – they come to fly RC. Me too! So it would take some effort to make it all happen. What do you think?

WA6IVD 73 (Best Regards)

*Ken Meade*

**President** (continued from page 1) for the day. Many lines later we find ourselves in a beautiful hotel, meal vouchers and a round trip ticket for two for a future flight. Sounds good huh? Our trip starts one day late with two rested travelers.

Arriving in St Paul with 2 ft of snow, more rain and it is cold. They manage an organic farm in a small town called Marine on St Croix. We California people have no clue about this kind of small town farming. We ended up on a dirt road, filled with melting snow, rain and mud traveling 40 miles an hour, just slipping and sliding in a Subaru. Yeha! And me in my white Nike tennis shoes. Now talk about tourist, this was me. The only way to fly a plane here in the month of March is with skis. The lakes were frozen solid making it impossible to have a float fly here. Regardless of the weather we had a great time with our children. Arriving back home on Sunday the 14th of March at 1:00 am. Raydeen having to go to work and me the retired guy sleeping till I had enough sleep.

The only sad part about this whole trip was that I not only missed the Club Float Fly, our First Pylon race for 2010 and our monthly board meeting. A big thank you to all of you that filled in for me while I was out having lots of family fun. I look forward to seeing all of you at our Monthly meeting so you can fill me in on all the events of the month.

Sincerely,

*Paul Timpano*

## March Float Fly

Guess what? The rain stopped just in time for us to fly at Legg Lake. We had 16 pilots and some new visitors from El Dorado Park and some other "once again" visitors reappeared to float fly. After the third guest appearance you should join our club to continue the fun and park outside the gate under the power lines.

The "New Airplane" award goes to Anthony Giandomenico with his PINK Sea Master that flew perfect the first time. On the "Miss You" list was Larry Chapman and Paul Timpano (bad boys).

I brought out the 120" China Clipper and had one engine spit a valve rocker so I got the "Did Not Fly" award for the day, but I got to lateral balance it in the water. Thanks Stan and Jim.

Don Sheffer tested two new Nitro models. First was the **Icon** which seemed to lose radio contact and did not get up enough speed to take off; it is a very nice entry level float plane. The next plane was the **PBY Catalina** which had been revised and flew very nicely once trimmed in the air. Thanks Don it was fun for all of us.

As always, there was food, Earl could not cook for us soooooo we did it ourselves; plates, beans, big hot dogs, cookies, also a new potato salad by Bob Larimore. It had mustard in it and was very good, but his wife's potato salad is very good also, Thanks Bob. Thanks to all the guys who cooked and brought everything for lunch.

See you all at the next Float Fly on Monday, April 12, 2010.

We Love the Park!

*Paul J. Moren*

<p><b>New Members</b> George Croker James Curran</p>
--

## Note Worthy

Put another candle on the cakes of these

### Birthday Pilots

James Curran	3
David Coates	6
Rudy Resch	6
Henry Arance	10
Lonnie Locher	12
Donald Nelson	12
Bonnie Dannaman	17
Tai Liao	23
Bob Chase	23

## *A History of the SGVRCL*

### *Chapter 7 (Future chapters to be written by us all!)*

In the last few SGVRCL Newsletters I have run articles about our Club History which were submitted by Ken Meade. The first article was originally written by our first Club President and elected Life Member, Walt Findlay. He was certainly the one individual who did the most in creating the SGVRCL and our field that we use today. Walt, while living in Prescott Arizona today, is still a very active RC'er and even fly's a Turbine. He wrote his club history article just last year, 2006.

The second article printed by AMA in Feb 1967 was by an unknown author. Ken writes, "Somebody had given me a copy machine print years ago. Finding it among the junk in my briefcase is what led me into digging a little more, resulting in luck, finding Walt's Club history! Knowing Walt would be interested, I sent him the old '67 article. See his comments below. He also sent some interesting pictures. We have them now in digitized format." Walt wrote

Ken,

*Thanks for sending a copy of the 67 article. I don't know who wrote it, but the outline is close to what happened.*

*There were only 19 members when the club was formed and these names were submitted to the County and on receiving this list the flying site was granted. The first runway was graded parallel to the gun club. And the County put in the block wall that still exists. It didn't take long to know that the runway was in the wrong way and we requested permission to change it to where it now is. They came and graded it for us. After we had the flying site and the club, the membership grew rapidly. One of our members worked for Standard Oil and had one of the contractors that worked for them do the paving and pit area. Phil Kraft donated a radio for the raffle and we raised \$1,200 for the paving.*

*I usually get to LA twice a year and next time I do, we can get together for lunch or something. If you send me your address I will send you a picture or two.*

Thanks, Walt

***[Editor's note: I have been unable to find the pictures that accompany the following parts of the history, but I think the narrative tells us some interesting information, so I have included it without edits.]***

This is Walt taken in the mid or late 60's. The location is a surprise for sure. It's the river in front of our runway, the Rio Hondo!!!

This must have been taken in the late spring considering how the guys are dressed and how much water there is. Notice the little flag on top of Walt's very long antenna. This radio appears to be on 27 MHz, before the current 72 MHz radios were introduced, or even heard of! The radio also appears to be gold colored, the color that Kraft was using. There's a '78 model in the Container if you want to see the color. For many years, Kraft was the most famous and popular brand in the USA. Import's and prices took care of that in the late 80's.

The model on floats in the picture is an "Ugly Stick" designed by the very same Phil Kraft as a test bed for his radios. It's not surprising that Walt was using the very local, built "up the street" Kraft designs, model and radio! Sadly, Phil Kraft, an AMA Hall of Fame member, left us several years ago. Walt tells us he was never a Club Member. If he was around today it would take me about ten seconds to nominate him as a club "Life Member" based on his donation. To top it off, his ever lasting design, the Ugly Stick, *(continued at History on page 5)*

**History** *(continued from page 4)*

is still around every day at the field. The model design lasting much longer than his RC Radio brand did! Most of the "Sticks" you see today are the many knock off variations in every size imaginable. The original "Stick" was a builders plan article published in RCM Magazine by Don Dewey, another of the original gang who made our field happen. Sadly, RCM died shortly after Don Dewey did a few years ago. In the 70's and 80's the famous Ugly Stick was kitted and sold by the thousands for years by Jim Jensen, another one of the important club founder's also mentioned in Walt's club history. Sadly, Jim is gone too some years ago. I'm proud to have one of his Ugly Stick kits, in the box, still sealed.

Kraft's first radio was a kit receiver, sold thru a builders article in a Magazine. For \$20 you got a small plastic box of electronics "stuff" and a schematic with lots of "good luck" symbols. Hi. When I finished mine in 1958 or so and I had questions, being a radio dummy in those days. So since Kraft lived in Monterey Park, I visited him at his home. A neat guy, an Electronics Engineer I believe, with a consuming hobby, RC! Later he moved his RC business to Vista, CA and after the onslaught of imports started doing it's work, sold out for \$3M. Not bad for a \$20 kit start!

But Walt Findley is our star, being the guy who made it all happen. So hat's off to Walt, a neat guy who is still today, a fellow modeling nut! A "Lifer" for sure!

*Ken Meade*



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Here's few pictures from the March Float Fly. *Thanks to Steve Schooler*



Here's a few pictures from the NMPRA Race held on March 13 and 14. *Thanks to Mark Melvin*



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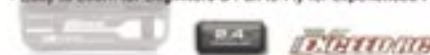
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- Length: 1100mm (43.3inches)



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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



## March 2010

## April 2010

## May 2010

**March 8**

Float Fly - Legg Lake

**April 12**

Float Fly - Legg Lake

**May 10**

Float Fly - Legg Lake

**March 9**

SGVRCL Board Meeting

**April 13**

SGVRCL Board Meeting

**May 11**

SGVRCL Board Meeting

**March 23**

SGVRCL Club Meeting

**April 27**

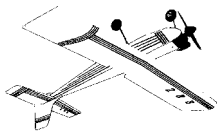
SGVRCL Club Meeting

**May 14, 15, 16**

NMPRA Race  
Whittier Narrows

**May 25**

SGVRCL Club Meeting



*San Gabriel Valley Radio Control League*

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*The monthly Newsletter of the*

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