

# INTERFERENCE

The Newsletter of the San Gabriel Valley Radio Control League

Volume 49 - Issue 5

Celebrating 49 Years of RC Aircraft Modeling

May 2011

## News and Notes



### President's *Landscaping?*

#### Message

You're probably saying to yourself, what does landscaping have to do with flying airplanes. Well if your me, that all I've been doing for most of the month. I have a new respect for people that lay sod. I figure between me and my helper, (more him than me) we laid over 5,000 lbs of grass in one

day, it is all most the end of the month and I've only been able to get out flying one day. Bet some of your were getting worried, right? Between Mothers Day, my Dad's birthday, landscaping and vacation, there has not been enough time to fly. But!! I'm ready to go up to Castle Airport for the IMAA West Coast Mini Fest on May 26th thru the 29th. This year I'll have a plane to fly. I hope! As we speak I am trying to finish up my 82" AT-6 airplane. I will be traveling with Larry again this year. Our plan is to leave Wednesday the 25th and come home Monday the 30th. It sounds like we have a big group of Club Members going up. This year we will be having our own banquet. Last year we went to the Event Dinner, what a joke. So this year we are going to serve steak with all the trimmings. That's BBQ steak. Can't wait to go.

Our Club sponsored a NPRA Pylon Race on May 14th and 15th. Well just Saturday the 14th as Sunday's race was rained out. There were three classes of racing, 442, (Q40), 424 and 426. Out of all the classes I just love the Q40's. I guess because they are so fast. I just love a fast plane. Saturday's race started out with 27 entries between all 3 classes. I had the pleasure of being a lap counter. There was a little competition between us lap counters to see whose lane would win. Just got to love the fun and games us Pilots can come up with.

A great lunch was served by my wife Raydeen. She came up with a club sandwich, chips and a drink. Racing finished up around 3:00pm with the Trophy awards. I can't thank all of the Club Members enough for coming out to help work the race.

Going one, going twice, three times SOLD. Auction time again? No. What we have going on at the this month's Club Meeting is a Fellow airplane Hobbyist that is now leaving the Sport. He has generously donating all of his airplanes and stuff to the Club. I know that there are at least 3 airplanes that I saw. One of which is an electric 3D plane. He has also donated a bunch of monocoque, boxes of misc parts and accessories. All will be sold off to the highest bidder. The money raised will be going into our Runway Fund. Speaking of our Runway Fund, we have stalled out. If you can or know anyone that has not made a donation, please feel free to tell them about it. Ever little bit helps. A special thank you to those of you that have donated generously.

Continued at **President** on page 2

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**President** *continued from page 1*

We will have our meeting on Tuesday the 24th of May. Come with check, or cash for the auction items. Hope to see all of you there.

Till next month,

Regards, See you at the next meeting.

*Paul Timpano*

.....



**Ken's  
Pen**

### *More on 2.4*

Dave's article last month on 2.4 was an eye opener. But I'm still walking around with one eye closed! I'm trying to learn this stuff too! What Dave made clear is that there's onehellowofalot going on here! He talked about the "propagation" of the 2.4 radio signal and it's associated problems when the signal happens in such

a brief period of time – or really, really very dang quick! On 2.4 a fresh new radio wave is sent 2,400,000,000 times every second.

Things happening that fast just don't act the same as on our good 'ol 72 band. 72,000,000 Cycles per Second is slow!

On 72 when you send a radio wave out the transmitter antenna it's best if the antenna length is about 39 inches long. There are some variables here based of mechanical or electrical design. That shinny round chrome collapsible tube thing you pull out of the transmitter top might not be the whole thing. Some of it might be a conductor inside the case leading up to it. So you might not see, or be able to measure, the 39 inches. But it's radio equivalent is there and it doesn't have to be straight like the antenna itself is. When was the last time you flew without putting your 72 antenna up all the way? Un-huh! Kind of a short flight wasn't it?

Larry Chapman's transmitter is a good example. He uses a "Rubber Duck" antenna. Electronically it would still be 39 inches if he was on 72. It's just shortened physically by coiling the equivalent 39 inches into a droopy springy coil. The radio wave on Larry's unit goes around in circles a lot before it gets out. I wonder – naw! Not Larry! Actually Larry uses the ham band on 50, not 72. His ideal antenna considering would be about 49 inches or so long.

On 2.4 my Vapor receiver antenna is about 1 1/4 inches long and just a piece of shinny stiff wire coming out of the circuit board on one corner. No 39 inches here. Propagation of the radio signal is hugely different than 72. 2.4 loves that 1/4 inches. Anything 1 1/4 inches that can conduct! How about a nail? Even if it's an odd ball size piece of metal like an old tin can lid! Even wet grass loaded with guess what? Water! "Propagation" on 2.4 is scary! 1 1/4 inches of conducting "stuff" is everywhere including my wrist watch and the pen in my pocket! A bouncing or reflecting radio wave make for good radar signals and 2.4 is right in there bouncing. But were not interested in radar. If a 747 flew overhead while we were transmitting on 2.4 guess what? But we wouldn't get excited if a F117 went by. Well, maybe a little! How about a full size Heli? Or a truck on the freeway? Or the car keys in my pocket? 2.4 can bounce off lots of things when you think about it.

So what becomes of a bounced 2.4 radio signal when we need the original to hit our little antenna on a model buzzing along doing rolls. They can hit our little antenna too of course.

*Continued at Ken's Pen on page 3*

Ken's Pen *continued from page 2*

Somewhat later than the straight line original, most certainly much weaker and more profuse. Does this confuse things?

I don't know! And the programming on each brand of radio may be handling the problem differently. Recently one of the week day morning guys has been flying a "model in the box" "Microstick". On 2.4 of course. When ever it gets more than 100 feet or so away it goes crazy. We have learned that the hard way. I've watched it crash quite a few times while learning it's problem and now when we get careless. It goes crazy every which way. Mostly downward of course. This unit obviously has a sever range problem. Or is it just hearing too many signals and running a simple program that doesn't clean the signal(s) up well?

Once lost, I've never seen it pick up it's intended radio signal and "Bind" again while still in the air. But every time you pick it up off the ground - everything is working fine again. Of course the transmitter is right next to it as you pick it up.

Digital radio signals are neat. On regular TV in the pre digital days, late arriving and weak signals caused what were called "Ghosts". What a pain they were, blurring the picture. HDTV is digital like our 2.4 stuff is. No ghosts. The programming filter's them out. I use Dish HDTV. Once in awhile during a heavy rain storm the signal path is interrupted. So is the picture. Until it downloads and "binds" again. In the meantime I wait.

So I'll be favoring good old 72 for awhile yet. Human error is it's main failure. That's me! 2.4 seems to be ok if keep close. It's not getting screwed up often enough to pronounce it dangerous, just worrisome. I see Spektrum has come out with another new system. Maybe in time all the bugs will be conquered.

73 (Best Regards) WA6IVD

*Ken*



## *May Float Fly - Monday, May 9, 2011*

I opened the gate at 7:30 am. Today is the day to fit the Macchi M5 together and float check its balance point, so I set up my table and began to assemble it, it's in four pieces, the fuselage, lower wing engine mounts and floats, and right and left top wings. I filled all my blind nuts with bees wax so paint would not get in them.

There are 16 screws that hold the plane together (Jim R. was right), one of the struts did not fit at all I guess because I goofed it up. Afterwards I goofed it up and painted it (sorry Larry), then came starting the engine and check out the radio, 6 channel Futaba 2.4. Rudder going the wrong way, left aileron servo hums but does not work, oh well.

Next the motor pulls fuel fine but won't fire, bad plug (OK Gilbert), we fixed that (thanks Jay). The engine goes to full throttle, will not slow down, shut off the switch (Gilbert), servo works fine with engine not running (must be interference) (thanks Jim R.), and about 10:30 a.m. the whole job is done, motor will run, ailerons may work, throttle might work, but it looks good put together.

Now to the lake for balance check, it floats real nice, now to take it apart (Jim P.) suggests putting it in the van, wings in one piece, good idea with prop facing up wing fits between front seats and the back door closes. Thanks again Jim P.

*Continued at Float Fly on page 4*

# Note Worthy

Put another candle on  
the cakes of these

## Birthdays Pilots

Don Schrello	8
Louis Renteria	11
Kim Seligmann	20
Lonnie Morrison	23
Philip Herrera	26
William Burns	28
Daniel Huynh	29
John Donovan	31
Charlton Breon	31
Ruperto Ramos II	31

Float Fly *continued from page 3*

Now lets' get down to "us". We had 13 names and some guests included. Next to the lake, we had a bad time with pirates. We had an Air Cruiser land on the north side of the lake and the pirates got to it before the owners could. They took all the good "stuff" out and left the carcass (it could be the pygmies from island #2).

Next to sad news, Henry Arance passed away last month due to a heart attack, we will all miss his ingenious airplanes, all built from scratch, and the help he gave to all who needed it, God Bless Henry.

Now for the weather and lunch, it was very cold and windy. Here comes the food list, Felix for soft drinks, George for hot dogs, Rudy brought the stove, Phil brought chili, Jay brought brownies, Bob with potato salad (high mileage included), Don brought chips, Paul #3 brought cake (to honor Henry). On the bad boy list, Stan W. worked so he could not be with us (not excusable)

As a famous float flyer once said "enough for now."  
Don't forget airplanes fly better off of water.

## New Members

Lou Wenzlaff  
Joseph W. Park Jr.  
Kalima Golden

"We Love the Park!"

*Paul J. Moren*

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San Gabriel Valley Radio Control League

# **CLUB PICNIC & FUN-FLY**

**Saturday July 9th, 2011  
Whittier Narrows, South El Monte CA.**

**Fun- Fly events start at 8:30 AM. and run to about 12:30 PM.  
Open flying from 12:30 PM till the flying field closing.  
Fun-Fly events and Picnic are free to all Club members.  
\$15.00 for non-club member to fly and have lunch.  
AMA members required to fly.**

## **Fun-Fly**

**There will be Four (4) events for:  
Glow or Electric Aircraft  
Trophies for 1<sup>st</sup> & 2<sup>nd</sup> places**

**Pick up fun-fly event outlines at the field container or the SGVRCL web site**

## **Picnic lunch**

**Free to all club members, their family and friends.**

**Hot Dog, Hot links, potato salad, chili, soft drinks, chips, and all  
the fixings, starts at 12:00 noon.**

**Bring your family & friends to enjoy the great lunch and the flying.**

**There will be a free swap shop during the event, bring you own table.**

**Jim Riccio trwjim@gmail.com**

**Web Site [www.sgvrcl.org](http://www.sgvrcl.org)**

## *Fun Fly events July 10 2011*

Jim Riccio has advised tha the following events will be included in the SGVRCL Club Fun Fly on July 10, 2011.

1. **Spot landing touch & goes:** *Open to glow and electric.*
2. **Taxi thru the maze:** *Open to all fixed wing aircraft.*
3. **Pylon race with a twist:** *Open to glow and electric.*
4. **Water bomb drop:** *Open to glow andelectric.*

This is always a truly FUN event. Bring the whole family and enjoy the mishaps, mayhem, and munchies.

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## *Announcing Major Changes to the Club Web Site*

I'm pleased to announce several major changes to our SGVRCL club website. Included among the new features are . . .

- **Forums** that allow you to communicate easily with all the other members of the SGVRCL using forum posts about your projects, questions, models, and events
- A **Gallery** feature that enables you to have your own personal album of images
- A **Private Messaging** system that enables you to easily send private messages with images to individual members of the SGVRCL Forums and Gallery
- A **Classified Ads** feature that enables you to offer unused models or equipment to anyone who visits the SGVRCL Forums. You can even collect money using PayPal if you have a PayPal account.
- An up-to-date **Calendar** feature so you can know what's going on with the SGVRCL.
- **WordPress Blog Posts** and information from the SGVRCL board about field closures, meetings, contests and other events.

I have included links on the web site to instructinal videos about how to use the new features at

<http://www.sgvrcl.org/forums-gallery-and-classifieds-video-training>

Take a look, view the training videos, sign up for the SGVRCL Forums and Gallery, and I hope to see you there online.

73s - Best Regards) - KJ6BYN

*Jerry Nielsen* - (AKA Cap'n Crash)-SGVRCL Webmaster and Newsletter Editor

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## ON THE ROAD

Come see us at these events:



### Pizza Fun Fly May 14

At Apollo Field  
Sepulveda Basin  
Visit:

[valleyflyers.com](http://valleyflyers.com)  
for details



### Scale Fly June 4

At Prado Dam  
PVMAC Field  
Visit:

[scalesquadron.com](http://scalesquadron.com)  
for details



**Hobby People IS PLEASED  
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# OPEN HOUSE



**Saturday, May 21, Starting 11am ★ At HP's Fountain Valley Warehouse**

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- Servo: 9g X 5
- ESC: 45A
- Battery: 14.8V/2100MAH/20C Lipo Battery
- Wing Span: 720mm (28.3inches)
- Flying Weight: 850g (29.9ounces)
- Length: 1100mm (43.3inches)


**EXCEED-RC F-22 RAPTOR**

- Wingspan: 693mm (27")
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- Flying Weight: 900g
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- 50 gram servos
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Motor: Powerful 2836 inner runner brushless motor and 45A ESC 5A UBEC  
 Battery : 2200Mah, 14.8V, 15C




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# 2009 CLUB OFFICERS

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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](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



## May 2011

## June 2011

## July 2011

**May 9**

Float Fly - Legg Lake

**June 5 and 6**

Pattern Contest  
Whittier Narrows Field

**July 9**

SGVRCL Fun Fly  
Whittier Narrows Field

**May 10**

SGVRCL Board Meeting

**June 13**

Float Fly - Legg Lake

**July 11**

Float Fly - Legg Lake

**May 14, 15, and 16**

Quickie 500, 422 & 424  
Race (Short Course)  
*14th is practice day*

**June 14**

SGVRCL Board Meeting

**July 12**

SGVRCL Board Meeting

**May 24**

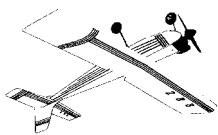
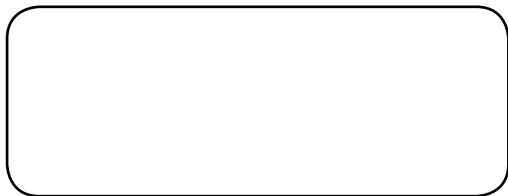
SGVRCL Club Meeting

**June 28**

SGVRCL Club Meeting

**July 26**

SGVRCL Club Meeting



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

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