Offical Newsletter of
Sanderson Field R.C. Flyers
Shelton, WA

February, 2003
Volume 6 Issue 2

Sanderson Field R.C. News

Charter No. 3079

Club Meeting

This months meeting will be held on Thursday February 13th at Choice High School, located at 201 N. 9th St. Shelton Wa.
Time: 7:00pm

The treasurer's report was read and approved as read.

I'd like to welcome 4 new members to the club:

Tim Doane
Al Franklin
Gary House
Mike Jones

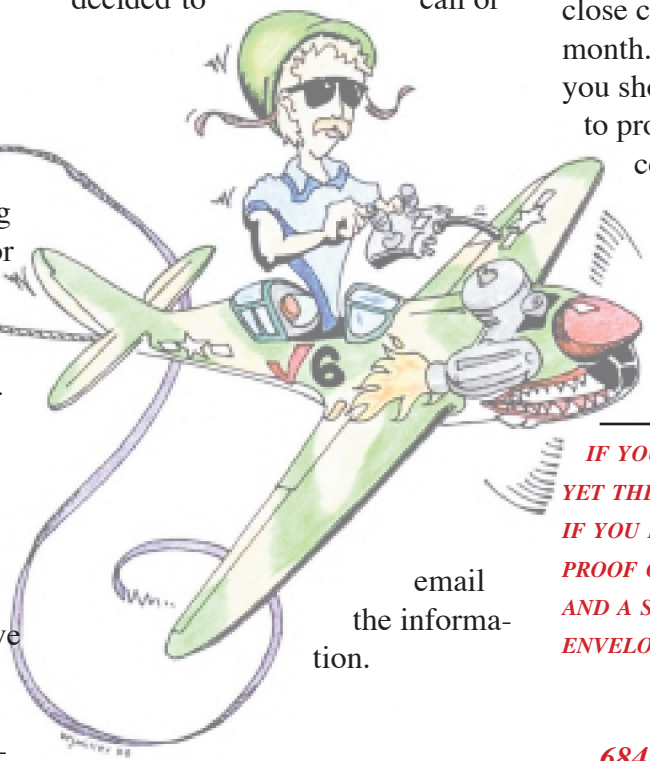
Dick Robb requested help getting the flyers done and distributed for the swap meet in April. He also made a motion to increase the prize money for the raffle from $200 to $250 because the cost of planes was limited in the $200 range. The Motion passed. Dick also noted that an email needed to be sent to the AMA to get an add for the swap meet put in the magazine and that we should have the static display again this year.

Chuck Kentfield changed the frequency of bathroom maintenance. It was still being done every month in the winter which is not necessary.

Jody noted that the contact list on the inside gate needs to be updated, which has been done.

Stacy Myers reminded the club that it was time to change the combinations on the shed and portapotty.

John Tupper motioned to include the combination in the newsletter. The motion didn't pass and it was decided to call or email the information.



We had 24 members in attendance and 2 guests.

I ran into this article on batteries and thought it might be interesting

How's your NiCads

The Nicad batteries that we use in our Transmitters and Aircraft wear out with time. If you have a battery pack that is more than 3 years old you should be keeping a close check on it by cycling every month. If it is 5 years old or older you should replace it and be sure to properly dispose of the old cells. So - how do we tell the age of our batteries? Most Futaba battery packs and individual Sanyo battery cells (which most

(Cont.)

If you haven't paid your dues yet they are now late and are $40 if you pay by mail send your dues, proof of 2003 AMA membership and a self addressed stamped envelope to the Treasurer:

Chuck Kentfield
6843 Gallagher Cove Rd NW
Olympia WA 98502

If you really want to slow the process down, send it to the secretary.

How's your Batteries cont...

OEM radio manufactures use) have a 2 letter date code stamped somewhere on the pack or cell. The first letter of the code is the year of manufacture and the second letter is the month of manufacture. 1996 = "A", 1997 = "B", 1998 = "C", 1999 = "D", 2000 = "E", etc….. January = "A", February = "B", March = "C", etc…… So - if you have a battery or pack with a date code of "CB" it was manufactured in February of 1998 - probably still OK but keep a close check on it. The pack in my 8UAF transmitter was "ZF" or June of 1995 so I replaced it. I found one pack with a date code of "WC" which translates to 1992 - replace that one without question.
Happy flying
Ted Brindle

Basic Flying Rules:

1. Try to stay in the middle of the air.

2. Do not go near the edges of it.

3. The edges of the air can be recognized by the appearance of ground,buildings, sea, trees and interstellar space. It is much more difficult to fly there.

You might be an RC airplane modeler if...

1. You have more than one scar on your "cranking hand."

2. You spend more time at the office browsing online hobby sites than doing your work.

3. You have 47 miscellaneous NiCd batteries and can't find a pair of D cells for your flashlight.

4. You see your wife ironing while wearing a thin nighty and it reminds you of the Monokote job you need to finish.

5. 110 degree scorchers are forecasted for the weekend and you hope it isn't breezy.

6. You smash your thumb with a hammer while doing a project for your wife and the only thing you worry about is will it be healed by the weekend.

7. You have fuel stains on the knees of your favorite slacks.

8. You have plenty of paper towels and Windex but your car windshield is always dirty.

9. You keep feeling for the trim tabs on your TV remote control.

10. You have at least three planes in various stages of completion.

11. You use your field box to crank your weed eater.

12. You think R/C flying should be an Olympic event.

Club Officers

President	Jody Diaz	(360)427-6102
Vice President	Dick Robb	(360)427-4521
Treasurer	Charles Kentfield	(360)866-9473
Secretary	Bob Beatty	(360)426-5601
Field Marshall	Charles Kentfield	(360)866-9473
Safety Officer	John Tupper	(360)426-6383

Board Members

Board Member	Jody Diaz	(360)427-6102
Board Member	Dick Robb	(360)427-4521
Board Member	Herb Coslett	(360)275-4158
Board Member	Stacy Myers	(360)426-9367
Board Member	Darryl Casad	(360)275-8690
Alt Board Member	Bob Beatty	(360)426-5601
Alt Board Member	Chuck Kentfield	(360)866-9473

Review - Hobbico VoltWatch

By Bob Beatty

The Hobbico VoltWatch is a battery monitor for your plane's receiver. It sells for $10.99.

When I first started flying I ran into the problem of how many flights can I get before the receiver battery is too low. Being new to the sport, I didn't have the battery test equipment that most of you probably have and had to err on the side of safety. No one wants to crash because the receiver battery goes dead in flight. I noticed the VoltWatch in the TowerHobbies catalog and thought it sounded good.

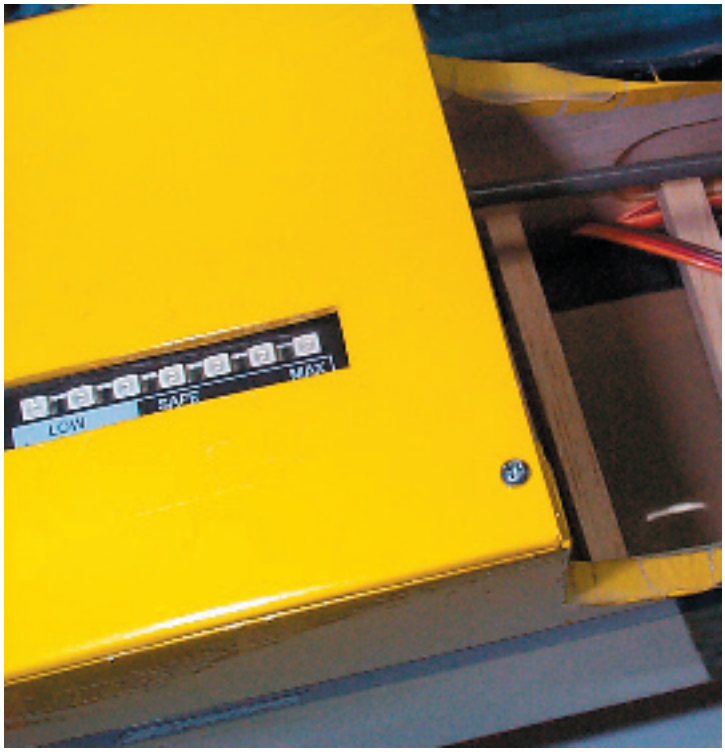
First Impressions: As you can see from the picture, there is not much in the package. The VoltWatch is very small and light. 1 3/4" long by 15/16" wide and 1/8" thick and is only 0.1 oz. Current draw is less than 10mA. *It's designed for 4.8V NiCds only*. Also included in the package is a piece of double sided mounting tape. The instructions are on a single sided piece of paper not much bigger than the VoltWatch itself which is more that adequate for the simple instructions to install it.

Installation: The VoltWatch can be installed on the inside of the plane or the outside of the plane and is as simple as plugging it into an empty receiver channel. It does have a Futaba J connector so if you have JR receiver, you'll have to trim the tab off before it will plug in. The hardest part of installing one is deciding where to put it after plugging it in. In the Slowpoke Sport 40 I had the VoltWatch installed from the inside in the side of the Fuselage where it wasn't solid wood. I then cut a small rectangle the size of the display in the Monokote and covered that small rectangle with a patch of clear Monokote. In my latest plane, which is a Great Planes Easy Sport, I have it installed in the hatch cover for the gas tank. It was necessary to put an extension on it before plugging it in, to have enough cable to open the hatch cover.

Use: Use is even easier than installation. Turn on the receiver switch and look at the VoltWatch to see how much charge remains in the battery. There are 7 LED's that go from Green meaning the battery is good to go, to Yellow, meaning "you might want to re-think flying right now" to Red, we all know what red means!

This thing is tough: In fact the one you see installed in the picture is the one that was in the Slowpoke sport 40 and is now in my EasySport. As anyone who watched as I learned to fly could tell you, the Slowpoke saw some serious crashes, the last one fately so. The VoltWatch and receiver were dangling from the broken servos. The whole front of the plane from the cockpit forward was gone and that's where the VoltWatch had been installed.

Conclusion: If your not on a shoestring budget, the VoltWatch is well worth the $11.00! I'm putting one in all my planes.



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A F Z G N R L T V A K X Z H G L P H Z T
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Word Search Puzzle

There are 20 engine brand names in this puzzle. They are:

Zenoah	Saito
Magnum	Meccoa
Tiger Shark	GMS
Evolution	MVVS
Thunder Tiger	Moki
US Engines	Desert Aircraft
SuperTiger	Vmax
MDS	Megatech
Enya	RCV
Irvine	Cox

Answers will be in the next newsletter
GoodLuck

Installing Great Planes Faslinks
By James Goss

I guess we have all used Great Planes Faslinks or other brands that are similar to them. They are about the fastest way I know to connect pushrods to control horns or servo arms and are very reliable. Out of the hundreds I have used I can only remember about two that actually came off during flight. I like the Faslinks better than z-bends because they have less slop and are easy to remove for servo service if needed. Thinking back about the two Faslinks that came off during flight, it may have been the way I installed them. I now know there is a right way and a wrong way for their installation. There are two possible ways to install these links based on how you install the pushrods. You will install the 90-degree bend in the pushrod either from the top of the servo arm or from the bottom of the arm. This will allow the slot in the link to be facing up or down. The links will work either way but one way the link is in danger of coming off. While working in the shop the other day I was installing a flight pack and was checking everything out when I noticed one of the Faslinks popped off the servo arm. What had happened was the servo arm where I had removed one side of the arm to make it a single arm had a small hump that didn't get removed when I cut the arm off. When the link was traveling toward the servo arm at the max range of travel, the hump pressed against the Faslink and popped the link off. I could see that if I had rotated the pushrod 180 degrees in from the other side of the arm, the hump would have pressed the link toward the pushrod instead of away from it. This is so simple I have over looked it for years. The next time you install links to your servo arms you can check this out, there is a right and wrong way to install them. If you can stay away from using the maximum range of travel you will be better off, but in come cases you need all the travel you can get, so be careful.

We've got a $250 raffle going on so come to the meeting and buy some tickets. Thats enough for a new plane for the lucky winner!