



# SANDERSON FIELD R.C. NEWS



## Club Meeting

This months meeting will be held on Thursday February 12th at Choice High School, located at 8th and W. Cedar St. Shelton WA. 7:00 p.m. **This Month we will be in room 11 upstairs, use the new entrance by the Elevator. Room 11 is at the end of the hall.**

The December "meeting" was canceled due to the inclement weather (lots of snow, some places around Shelton had more than 18")

I would like to suggest that we come up with some event dates at the meeting this month. I have been getting a lot of calls asking if we have anything scheduled and could we use the runway on such and such a date. So far already this year :

### Fire Marshals of Mason County Fire Dist. 11

Driver Training all day on Saturday February 28th with course set up on the afternoon Friday the 27th. North end only

### WSP

Wed & Thurs. March 3rd & 4th  
April 13th - This is a tentative date

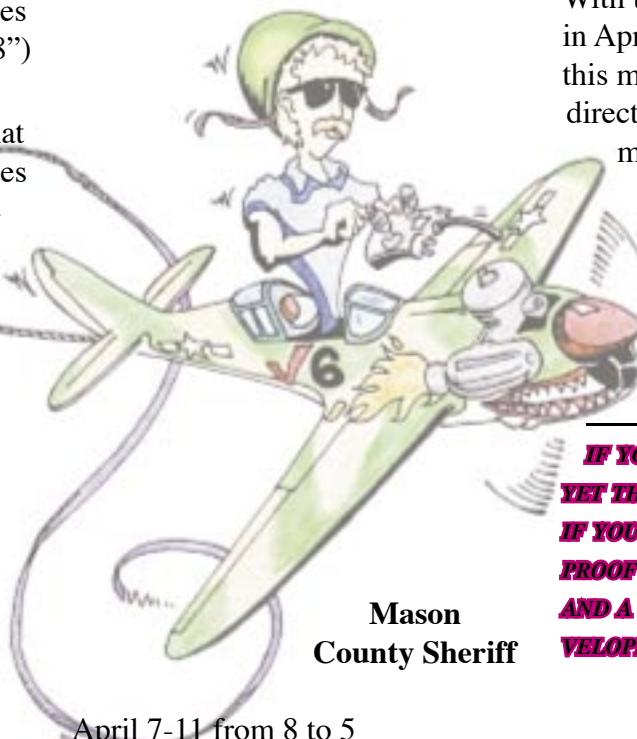
Wed & Thurs. May 5th & 6th.  
North end only

### Dept. of Licensing

Sat and Sun April 17th & 18th  
April 24th & 25th  
Sat and Sun June 5th & 6th  
June 12th & 13th  
Sat and Sun August 21st & 22nd  
August 28th & 29th

As you can see there are plenty of dates scheduled right now and more to come. The Corvette club for one, so we need to think about dates we would like to have for club activities and get some dates set so they will be available.

With the swap meet coming up in April and needing some filler this month I thought I'd print the directions to the swap meet this month. Check out page 4. If you need them save them as they won't be in next month. They are on the web site



Mason  
County Sheriff

April 7-11 from 8 to 5  
May 24-28 from 8 to 5

**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 2004 AMA MEMBERSHIP  
AND A SELF ADDRESSED STAMPED EN-  
VELOPE 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.**

The dates in April will be non-impacting. I am uncertain of the dates in May and will report later.

# Hints for 2-Stroke glow engines

## HELPFUL HINTS FOR TWO-STROKE GLOW ENGINES

Today's two-stroke glow engines are technological marvels; they're powerful, lightweight, easy to use, and with proper use and care, will last for many years.

Next to the radio system, the engine is one of the most expensive investments we make in Radio Control (RC) aircraft. Over the years, we've learned a lot about the care and feeding of engines, and we know there aren't any secrets to operating a model airplane engine correctly. From adjusting the fuel mixture and choosing the best glow plug to proper maintenance and using common sense to improve reliability, this article is full of helpful hints and information so you can have a happy relationship with your two-stroke glow engine.

### Easy starting

Nothing is more frustrating than owning an engine that is difficult to start. Our frustration often leads to a flight that ends with a dead-stick landing or a crash. When you start any engine, there are three things to remember. For combustion to occur, your engine needs air, fuel, and fire (heat). If your engine won't start, check the carburetor to make sure that air and fuel are available and check your glow plug to ensure that it provides enough heat to ignite the air/fuel mixture.

Remove the glow plug and attach the glow driver; its element should glow brightly. If it doesn't, replace it; if it does, reinstall it. Close

the needle valve and then open it three full turns. Place your thumb over the carburetor, and flip the propeller several times until fuel is drawn through the fuel line and into the carburetor. If you remove any one of these three elements from the equation, your engine will not start.

### Two-stroke engine operation

The operation of a two-stroke engine is relatively simple. The crankshaft makes one complete revolution for every power cycle. During the piston's upstroke, the fuel/air mixture above the piston is compressed for combustion. At the same time, a fresh mixture is drawn into the crankcase below the piston. After combustion, the piston is forced downward, and the spent fuel charge is expelled through the exhaust port. Simultaneously, a fresh fuel/air mixture is drawn through the carburetor and into the crankcase. The intake valve is

sealed, and the mixture is forced through the transfer ports and into the cylinder above the piston to start a new power cycle

### Secure fuel lines

Proper fuel line installation is very important. If your fuel line is too big, it may leak air or even slip off in flight. Fuel lines come in several sizes, so use the size that best fits the carburetor's fuel fittings. Air bubbles in the fuel line may cause the engine to run lean, and if the line slips off, the engine will die. Be sure there is adequate slack in the line and secure it to the fuel fitting with a wire clip or a small length of fuel line slipped over the end of the main line.

### Tight seals

If your engine begins to run erratically, and the mixture leans out even after you've adjusted the needle valve, you may have an

## CLUB OFFICERS

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ALT BOARD MEMBER.....	CHUCK KENTFIELD.....	(360)866-9473

## Hints for 2-Stroke glow engines (cont.)

air leak in the carburetor. Make sure the carburetor is firmly and properly attached to the crankcase. If the intake is sealed with an O-ring, check it for cracks or breaks and make sure that its seated properly, lies flat, and isn't distorted when the carburetor-attachment screw is tightened. Make sure that all the adjustment screws and the needle-valve assembly are properly sealed and work correctly.

Check that the fuel-intake fitting is tightly screwed into place and that it isn't damaged or cracked. The fuel tank and fuel lines must be properly and securely installed. If you have previously nosed the model over or made a hard landing, the fuel pick-up clunk may have shifted forward in the tank; this can pinch off the fuel supply. The clunk and pick-up line should move freely, and you should be able to hear the clunk rattle in the tank.

### Fuel flow

If your engine always runs rich or floods easily, check the position of the fuel tank. The tank should be installed in the fuselage so its centerline is at or slightly below the carburetors spray bar. Use scraps of foam to position it securely so it can't move around in the tank compartment. If the tank is too high in the fuselage, fuel will tend to be siphoned out and run freely into the carburetor.

If the tank is too low or too far away from the carburetor, the engine may have difficulty drawing fuel into the carburetor, and it will

run lean. To improve fuel draw, attach a line from the pressure fitting on your muffler to the tank's vent line. If you use a third filler line with your tank, close it off to allow the muffler pressure to enhance fuel draw.

from RC Prop Wash  
Ocala Flying Model Club  
Dick Smith, editor  
Ocala FL

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### MEMORY LOSS

Two Radio Control hobbyists were talking after dinner one night. One of them remarked to the other that with oncoming age comes short-term memory loss. To help alleviate this condition, he had taken memory classes where he learned to remember things by word association.

Then, he told his friend about a new hobby shop he had visited the day before. The hobby shop had high-class merchandise with unusually low prices.

The other man got excited and asked for the name of the hobby shop.

The first man couldn't remember, so he said, Let's test what I learned in memory class. What do you call the pretty flower that comes in many colors and has thorns.

A rose the second man answered.

That's it! The first man turned to his wife. Rose, what was the name of that local hobby shop we visited yesterday

from Servo Chatter  
Anoka County Radio Control Club, Inc.  
Stan Zdon, editor  
Coon Rapids MN

### HOW-TO:

#### SOLDERING PUSHRODS, MECHANICAL CONNECTIONS

The following information originally appeared as a Tower Hobbies technical tip.

Silver solder is recommended for soldering pushrods and other mechanical connections where strength is required. Hobby-grade silver solder is available at most hardware stores or hobby shops.

Use denatured alcohol to thoroughly clean the pushrod. Use sandpaper to roughen the end to be soldered. Apply a few drops of the soldering flux that comes with the silver solder to the end of the pushrod.

Then use a soldering iron or torch to heat the pushrod. "Tin" the heated area with silver solder by touching the solder to it. The heat of the pushrod not the flame of the torch or soldering iron should melt the solder, allowing the solder to flow.

Lightly coat the end of the wire with solder. Place the clevis, threaded coupler, etc., on the end of the pushrod. Add another drop of flux, then heat, and add solder. As before, the heat of the parts being soldered should melt the solder, allowing flow. Let the joint cool slowly without disturbing it. Avoid excess blobs but make certain the joint is thoroughly soldered. The solder should be shiny, not rough. If necessary, reheat and allow it to cool. When cool, wipe off excess flux.

AS YOU MAY OR MAY NOT KNOW OUR SWAP MEET FOR 2004 WILL BE HELD ON APRIL 17TH IN THE HIGH SCHOOL SUB. FOR THOSE OF YOU WHO DON'T KNOW WHERE THE SHELTON HIGH SCHOOL SUB IS, THE DIRECTIONS ARE AS FOLLOWS

**FROM OLYMPIA:** Take exit 104 from I-5 onto Hwy 101. Go north on Hwy 101 N for approximately 23 miles (until you reach Wallace Kneeland Blvd.). Take Hwy 101 N to Wallace Kneeland Blvd.. Turn right on Wallace Kneeland Blvd. Turn left on Shelton Springs Rd. Shelton High School will be on the left. The Swap Meet will be located in the Sub.

**FROM OLYMPIA (ALTERNATIVE):** Take exit 104 from I-5 onto Hwy 101. Go north on Hwy 101 N for approximately 23 miles (until you reach Shelton Springs Rd). Turn right at the Texaco Station. Continue on until you see the Shelton High School on the right side. The Swap Meet will be located in the Sub.

**FROM BREMERTON:** At Bayshore turn right on Johns Prairie. Stay on John's Prairie Rd till you come to a Stop sign at Brockdale Rd. Go straight thru the stop sign. Turn right on Shelton Springs Rd. Shelton High School on the left side. The Swap Meet will be located in the Sub.

**FROM HOODSPORT:** Go left on Shelton Springs Rd. Turn right into the Shelton High School parking lot. The Swap Meet will be located in the Sub.

