OFFICIAL NEWSLETTER OF
SANDERSON FIELD R.C. FLYERS
SHELTON, WA

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SANDERSON FIELD R.C. NEWS

AMA
CHARTER NO. 3079

CLUB MEETING

This months meeting will be held on Thursday June 10th at Choice High School, located at 8th and W. Cedar St. Shelton WA.

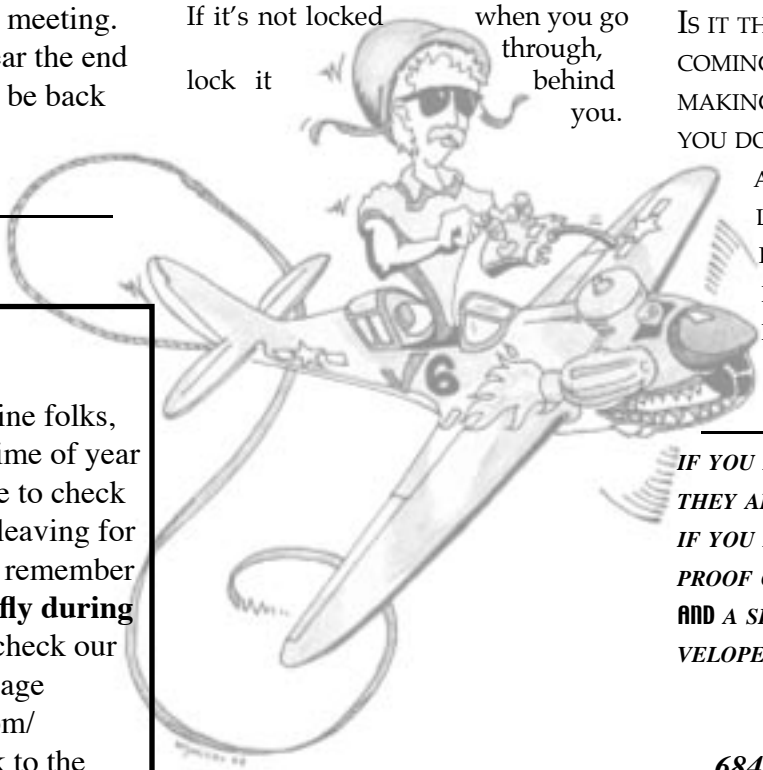
My apologies to everyone, I've been so involved with getting my house built I haven't been involved with the club and haven't even been flying for a while now. Consequently I don't even know what went on at the last meeting. The Project is finally near the end though so hopefully I'll be back soon.

REMINDERS:

No flying within 300' horizontal distance of other non-club Port activities regardless if they occur within designated flying area.

All transmitters must have proper frequency numbers visibly attached to transmitter.

The Gate must be locked at all times. If it's not locked when you go through, lock it behind you.



You probably heard about the kids we had visit last month, if you check out the pictures on page 4 you'll see every one had a good time, teachers as well as kids. We also had a visit from an old full size SuperCub. The day was a huge success.

WE HAVE A FLY-IN ON THE 12TH OF JUNE, I'M HOPING IT WILL BE BETTER ATTENDED THAN THE LAST TWO WERE. WE'VE HAD TWO GREAT DAYS FOR FLYING AND HARDLY ANY ONE SHOWED UP. WHAT'S THE PROBLEM?? IS IT THE FOOD ISSUE? HOW ABOUT COMING TO THE MEETING AND MAKING YOUR FEELINGS KNOWN. IF YOU DON'T WANT TO DO THAT, HOW ABOUT E-MAILING ME AND LETTING ME KNOW. WE'VE ALL HAD LOTS OF FUN AT OUR FLY-INS IN THE PAST, MAKE YOUR FEELINGS KNOWN.

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 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.

Notice:

Just a note to the Turbine folks, It's getting to be that time of year where it would be wise to check the fire danger before leaving for the field. I'm sure you remember that **Turbines cannot fly during a burn ban.** You can check our web site on the links page (http://sfrcf.quintex.com/Links.html)for the link to the DNR web site or call the DNR hot line at (360) 825-1631

Setting a Slow, Reliable Idle

A month seldom goes by in which I don't receive letters from readers experiencing idle problems. As this seems to be a common problem, lets take a look at setting up an engines idle. It isn't really all that difficult.

To start with, many idle problems with non-pump equipped engines can often be traced to an improperly positioned fuel tank or a fuel tank that is too far from the engine. The centerline of the fuel tank should never be any higher than the centerline of the fuel jet and preferably 1/4 to 3/8 inches below. This helps decrease the siphoning action with a full tank of fuel.

The make of the glow plug also plays an important role. Any older design, cross-flow scavenged (ported) two-stroke engine should use an idle bar glow plug. Most of the newer Schnuerle ported two-stroke engines do not require an idle bar plug, but if idle problems are experienced, an idle bar plug should be used. If you aren't sure whether the engine is cross-flow or Schnuerle ported, just look into the exhaust. If there is a baffle on the far side of the piston, the engine is cross-flow ported. If there is no baffle, it is Schnuerle ported. Some engines do have better idle characteristics than others due to differences in porting, timing, compression ratio, etc.

When it comes to the actual adjustment, there are two basic methods. The first is to start with the fuel tank half full and the idle speed set in the 2,500-2,700 rpm range. This is where a good tachometer comes in handy and is something every toolbox should contain, not just for setting idle speed but for proper richening of the top end as well. Then, use the pinch test (i.e. pinch the fuel line). If the engine dies immediately, the idle mixture is too lean and needs to be opened in 1/8-inch increments. If the engine speeds up and the idle improves, the mixture is too rich and the adjustment should be turned in or leaned.

If the engine is cowled in and the fuel line to the carburetor is not easily accessible, with a tricycle gear ship, lower the tail. If the engine dies immediately, the mixture is too lean. If the idle improves, the mixture is too rich. Remember to always make any idle mixture adjustments in 1/8-turn increments not one or two turns at a time.

With a tail-dragger, make the mixture adjustments with the tail raised to a level position, being careful not to go so high as to have the propeller hit the ground. Then, lower the tail following the same procedure as with the tricycle gear model.

For the final check, accelerate the engine to full throttle. If it slows and sags and has a weak sound, the mixture is too lean and needs richening. If the engine sputters and spits out a lot of smoke, the mixture is too rich and should be leaned.

After a satisfactory idle and acceleration have been established, you can try lowering the idle speed to the point where the engine will remain idle for a prolonged period with good acceleration to full throttle. Again, the idle speed should be set with a tachometer and not by ear.

Many cases of an engine dying at

Club Officers

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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
Alt Board Member	Bob Beatty	(360)426-5601
Alt Board Member	Chuck Kentfield	(360)866-9473

IDLE (CONT)

idle are simply because of pilots who try to idle the engine too slow. It is nice to watch an engine tick over at 1,800 rpm, but an idle speed in the 2,200-2,500 rpm range is more practical and reliable.

Also remember, the heavier the propeller and the larger the diameter, the better the flywheel action. Increased flywheel action is always beneficial to a slow and reliable idle.

from Prop Talk
Riverside Radio Control Club
Jim Bronowski, editor
Riverside CA

THINK YOU KNOW EVERYTHING?

RUBBER BANDS LAST LONGER WHEN REFRIGERATED.

PEANUTS ARE ONE OF THE INGREDIENTS OF DYNAMITE.

THERE ARE 293 WAYS TO MAKE CHANGE FOR A DOLLAR.

THE AVERAGE PERSONS LEFT HAND DOES 56% OF THE TYPING.

A SHARK IS THE ONLY FISH THAT CAN BLINK WITH BOTH EYES.

THERE ARE MORE CHICKENS THAN PEOPLE IN THE WORLD.

FROM THE NEWSLETTER OF THE
MISSISSINEWA SKYHAWKS INC.
DAVE HECKER, EDITOR
SOMERSET IN

HINTS AND TIPS

Pulling oil out of wood

Sometimes the firewalls and engine areas of older airplanes get soaked with oil from the fuel. This weakens glue joints to the point where an aircraft could fall apart in midair.
Try using CyA kicker (catalyst). You just have to spray it on and wipe it off. It pulls the oil right out of the wood. Several treatments may be necessary. This also works if a fuel tank develops a leak, and the fuselage gets soaked with fuel.

from Evergreen Flyer
Evergreen Radio Modelers Association
Tim Shea, editor
Marysville WA

Sharpening brass tubing

Often, using a brass tube sharpened on the end to cut holes (or grooves) in balsa provides a much cleaner and more accurate hole than would a regular drill bit. The sharpening procedure below works on any size of hobby tubing.

1) Sharpen the outside of the tube using a fiber reinforced cutoff wheel or a metal file. Roll the tube between your fingers to sharpen the opening all the way around. If using a cutoff wheel, be certain to use the reinforced variety and always wear safety glasses.

2) Use a hobby knife with a No. 11 blade to sharpen the inside of the tube by rolling it on a wood block.

3) When its time to use the tubing to cut the holes, you can either turn the tube by hand or use an electric drill. After the hole has been cut, the material usually sticks inside the tube. The balsa "plug" can be removed with a wire or the next size smaller tube.

from the newsletter of the
Odessa Propbusters R/C Club
Keith Conrad, editor
Odessa TX

Masking tape

To remove masking tape from your model without damaging the covering, first heat it a bit with a heat gun. Don't get it too hot, just warm it up. Then, pull the tape back over itself. You can remove decals the same way. If you need to reuse them, place them on wax paper.

Repairing dings

If you use spackle or balsa filler to repair a ding in a wing, use a drop of thin CyA on it after it has been sanded. The CyA will harden and make it more durable.

Landing gear

If your wire landing gear has lost its spring and seems to have gotten weaker, place it on a cookie sheet and heat it in the oven at 450∞ for one hour. Turn off the oven after an hour but do not remove the gear until it cools. Don't try to speed up the process and remove it too soon! This heating/cooling process re-tempers the wire and should put new life into it. Don't be concerned about solder joints on the gear. Solder won't melt until about 700∞.

Clogged aerosol cans

The manufacturer recommends inverting the aerosol can and pressing the tip until the paint stops flowing and only propellant comes out. Sometimes that works and sometimes it doesn't, and it wastes a lot of paint. Here's another method.
After spraying, pull the tip off the spray can and press it into the top of a WD-40 spray can and give it a little squirt. The WD-40 cleans the paint out of the tip and leaves it ready for the next job. Replace the tip on the aerosol can carefully to avoid ejecting more paint into the tip. Before using the paint in the future, give it a squirt first to clear the tip of any WD-40.

from The Cam Journal
Central Arizona Modelers Inc.
Marvin Hinton, editor
Sedona AZ

Gaskets

In a pinch, an ordinary playing card makes a good gasket material. Trace the shape of an old gasket and cut out with a razor blade.
Cutting guide
Newport News VA

Kids and Teachers alike seemed to have a good time. A special thanks to all those who helped out.