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

OCTOBER 2020
VOLUME III ISSUE IX

SANDERSON FIELD R.C. NEWS

AMA
CHARTER NO. 3079

Meeting at the field 6:00 pm!

CLUB MEETING

The PUD has closed the meeting room access until further notice due to COVID-19

The meeting was held at Sanderson field

Treasurers report - The only change from last month was the cost of moving the port a pot.

Next month's meeting will be at Sanderson field at 6:00pm, weather permitting.

Nominations next month. Nominations and voting will be by email. All nominations must be in by November 1st.

Paul Fleming mentioned that Washington Scale Squadron is looking into having some events during the week.

Upcoming swap meet will be at Sanderson Field on September 27th, entry by donation.
There will be food available.

Christmas party will be a "Guess who's coming to dinner" more info shortly.

Meeting adjourned 7:40

Officer nominations this month, the form is for information only. A position and name is all that is required. Nominate by email.

Last month's swap meet had a very nice turn out however it was mostly sellers, not too many buyers. The weather really cooperated, it was a little cool and cloudy in the morning but by afternoon the sky cleared, the wind was mild all day.

PROP BALANCING

Written by Jay Smith

One of the most popular items in Du-Bro's lineup is the Tru-Spin Prop Balancer. We receive a lot of questions about the different ways that it can be used. Most people want to know the correct way to balance standard, two-blade propellers for model airplanes.

Vibration from an unbalanced propeller can cause many problems. A short list includes premature wear of motor bearings, failed electronics, and airframe fatigue. I am more than happy to provide input on this topic.

Get Set Up

No matter what type of propeller you are balancing, it is very important to get the Tru-Spin properly configured. Place the base of the balancer on a flat, level surface. Be sure to set both side plates to the same height. A handy trick for doing this is to temporarily place a scrap piece of wood (such as a 1 × 2-inch piece) between the base and the side plates to match the height. The Tru-Spin Prop Balancer is extremely sensitive. Even small air currents can cause a propeller to spin and will make a good propeller appear unbalanced (or vice versa). Turn off any fans in the room and make sure you're far away from air conditioning or heating registers. You might even want to hold your breath while testing the propeller (seriously).

Next, make sure that the propeller is ready for balancing. Verify that the mounting hole is free of any burrs or deformations. Also remove any molding flash on the hub or blades of a nylon propeller. A few swipes with 200-grit sandpaper will usually clean things up nicely.

Always use a propeller reamer if it is necessary to enlarge the mounting hole. Unless you are a machinist, using a drill bit to enlarge the mounting hole is just asking for irreversible trouble.

Many applications require you to use adapter rings in the hub to reduce the diameter of the mounting hole. Make sure the adapter is also free of burrs and install it in the propeller for balancing.

Balancing Nylon Propellers

One cone of the balancing shaft is supported by a spring. The other cone is held in place with a short piece of fuel tubing. Place the propeller on the balancing shaft so that the narrow ends of the cones support the propeller's mounting hole. It does not matter which way the propeller faces. The spring on the balancing shaft should be slightly compressed.

Set the balancing shaft between the side plates so that it can rotate on the aluminum wheels. Hold the propeller with the blades horizontal then release it. If the propeller is unbalanced, the heavier blade will rotate downward. I use a marker to make a discreet dot on the back of the hub to note the heavy blade. Otherwise, it is easy to lose track.

Many people argue over the best way to correct an unbalanced nylon propeller. There are several good methods. I have always had success with adding tape to the lighter blade. Common, 3/4-inch wide Scotch Brand tape works in most situations and is nearly invisible. Start with a piece of tape approximately 1/4-inch long. Gently place the tape on the back of the lighter blade, approximately halfway to the tip. Leave part of the tape overhanging the leading edge (LE) so that you can easily remove or reposition it as necessary. Recheck the balance of the propeller.

If the blade is still light, carefully reposition the tape closer to the tip. Move the tape closer to the hub if the blade is now heavy. Start over with a larger/smaller piece of tape if the propeller will not balance with

the tape placed close to the tip/hub.

Repeat this process until the propeller does not rotate on the balancer after you release it. A well-balanced propeller will stay in place when released from any orientation.

After you have found the correct size and position for the tape to achieve balance, reposition the tape so that it completely adheres to the back of the propeller blade. There should be no overhang at the LE. Press the tape down firmly with your fingernail.

Double check the balance of the propeller with the tape in its final position. Use a marker on the rear of the hub to indicate that the propeller has been balanced and is ready for use.

Balancing Wooden Propellers

The method for checking the balance of wooden propellers is the same as previously discussed for nylon propellers. The only difference is how to correct unbalanced propellers. Again, there are many valid options. I prefer to remove material from the heavy blade.

Use 200-grit sandpaper to lightly sand near the tip on the back side of the heavy blade. Recheck the balance of the propeller often.

You do not want to remove any more material than necessary. Do your best to maintain the original contour of the blade. It is an airfoil after all. You might want to switch to 400-grit sandpaper as you near the balance point.

Many wooden propellers have a varnish on them. Sanding will obviously remove the varnish. It is not typically necessary to replace the varnish, but if you do, be sure to recheck the balance afterward!

Further Information

Many of the product pages on the Du-Bro website include videos about how to use them. The company has also created the "Du-Bro 101" series of videos that illustrates a range of common modeling tasks. We are always adding more videos, so let us know what you would like to see.

Dues are $75 if paid before Jan 1st, $100 Thereafter.

If you pay by mail send your dues, proof of 2020 AMA membership and a self addressed stamped envelope to the Treasurer:

Mark Pentony
180 E Vuecrest Dr.
Union WA 98592
Make checks payable to SFRCF

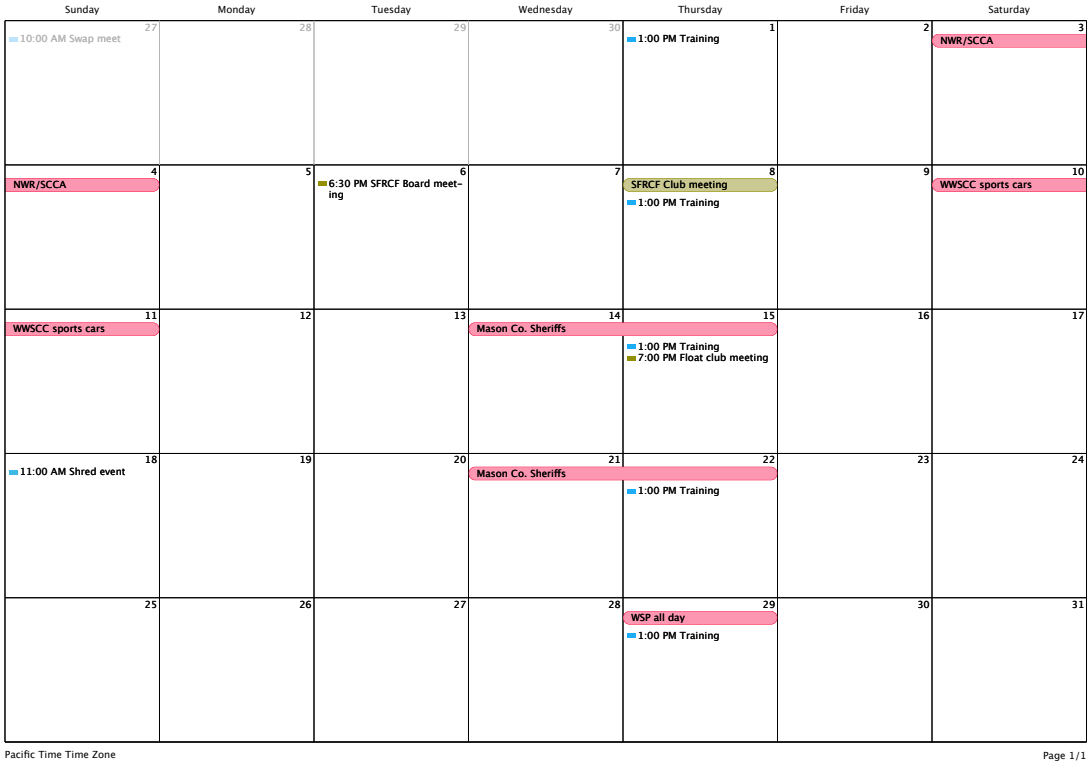
Club Officers

President	Dave Windom	(406)283-1916
Vice President	Jody Diaz	(360)427-6102
Treasurer	Mark Pentony	(360)490-4742
Secretary	Bob Beatty	(360)229-3408
Safety Officer	Todd Pepin	(352)232-4283

Board Members

Board Member	Dave Windom	(406)283-1916
Board Member	Jody Diaz	(360)427-6102
Board Member	Bob Beatty	(360)229-3408
Board Member	Mark Pentony	(360)490-4742
Board Member	Todd Pepin	(352)232-4283
Alt Board Member	Dick Robb	(360)427-4521
Alt Board Member	Jeff Sterba	(360)490-5800
Alt Board Member	Paul Fleming	(253)225-0780
Alt Board Member	Aaron Cleveland	(360)490-2189

October 2020



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
27 10:00 AM Swap meet	28	29	30	1 1:00 PM Training	2	3 NWR/SCCA
4 NWR/SCCA	5	6 6:30 PM SFRCF Board meeting	7	8 SFRCF Club meeting 1:00 PM Training	9	10 WWSCC sports cars
11 WWSCC sports cars	12	13	14 Mason Co. Sheriffs	15 1:00 PM Training 7:00 PM Float club meeting	16	17
18 11:00 AM Shred event	19	20	21 Mason Co. Sheriffs	22 1:00 PM Training	23	24
25	26	27	28	29 WSP all day 1:00 PM Training	30	31

Pacific Time Time Zone — Page 1/1

Training nights are ALWAYS weather permitting, check the weather at the field before leaving
Sold days can change, check out the website before heading to the field.
http://sfrcf.quintex.com/event/events.html

Club Scheduled Events for 2019

Event dates in black are scheduled. Events in gray are complete.

January 1st ..... First fly of the year - Sanderson Field - 10:00am
May 30th..... Winter wild challenge
May 31st..... Warbirds - Sanderson Field
July 4th..... Club Fly-in - Sanderson Field - 9:00 am
July 18th..... Maiden that Plane Area fly-in and swap meet - Sanderson field
July 19th..... Maiden that Plane Area fly-in and swap meet - Sanderson field

Cancelled

dues $75 before January 1st and $100 on or after

Check out our web site at http://sfrcf.quintex.com