



# SANDERSON FIELD

## R.C. NEWS

### Happy New Year!



CHARTER NO. 3079

### CLUB MEETING

*This months meeting will be held  
on Thursday January 13th at 7:00  
p.m.*

*at PUD #3*

*At 3rd & Cota*

A new year is upon us, where does the time go. The combination on the port-a-potty and shed are changed with the new year so be sure and check the back of your club card for the new combination.

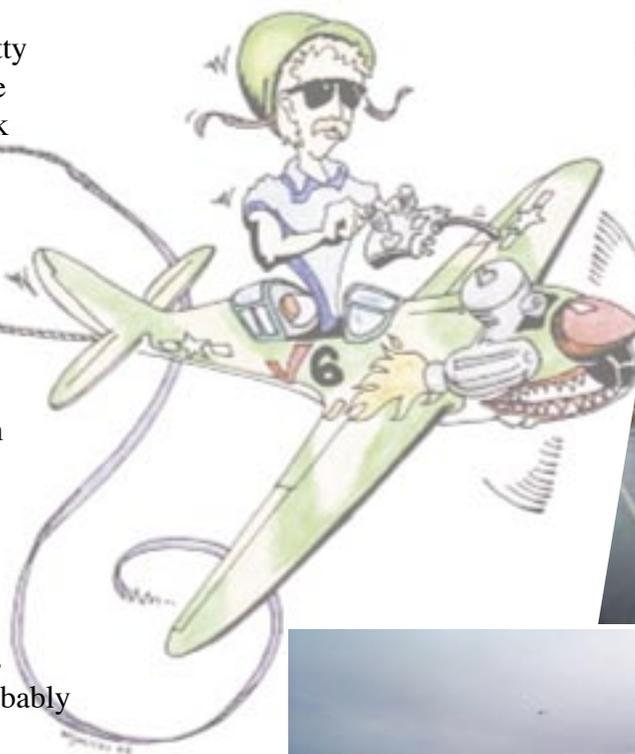
The Christmas party was a success and every one seemed to have a good time.

The board approved a new set of guide lines for the operation of Jets at Sanderson Field and if approved by the Port of Shelton they will be posted on the web site. They aren't as strict as the ones proposed at the public board meeting but if another serious infraction occurs that will probably be it for Jets. I talked to Jody and he tells me the Port has our proposal but hasn't replied as yet.

A few brave souls showed up for the 1st fly of the year, it was a cold morning but the wind was light and we only had a few sprinkles. I got a couple of flights

in but they were rough ones as my clunk fell off in the tank and you know what that means. We didn't stay long but darn it we flew on the first day of 2005. Mike McIntyre brought a small folding canopy to get out of the rain but didn't really need it.

**CYANOACRYLATE:** A special glue, designed to instantly glue your fingers together. A special glue, instantly bonding mis-aligned parts, will hardly if at all, cure when parts are correctly aligned. A substance used to make your eyes water profusely at points of critical construction. A chemical compound, which when applied to clothing, turns your clothing into a suit of armor, and you a modeler knight.



# Tantrum by Mountain Models

By Bob Beatty

I've finally been able to fly my new electric plane and I've got to tell you it flies great! I may even learn to hover with it. It has plenty of power and takes off in about 4 feet. It also flies well slow so landing in a small area is no problem. I guess my only problem with it is the construction is so light it's easy to put a finger through it if you're not careful.

All in all I would recommend this plane as a first time electric plane if you are interested in more than just putting around with a park flyer.



in the picture you can see a dot that is pin one do not solder on that side solder on the side as you see in the picture 5 pins over from the right. Be careful to solder it in the right spot check 3 times and solder once

Then all you have to do is melt or cut a spot in your case to bring the new wire out through and your set. If you see that the wires may touch a sharp pin you can put a thin piece of paper or cardboard under the wire on the board.



## How to get ch 6 on your hitec 555 receiver

IF YOU TRY THIS AND IT DOES NOT WORK DON'T BLAME ME TRY IT AT YOUR OWN RISK. It is really easy and takes 5 minutes or less. Okay, to get ch 6 on your hitec 555 take a look at the pics below and solder a wire that your servos will plug into on the locations you can see in the pic.

You can see negative wire the black one can go anywhere on the outside the whole outside in negative, and the red goes beside that whole strip is positive. The signal wire the white one goes on the pin as you can see in the picture that will give you ch 6. On that black chip in the upper right hand corner



IF YOU ARE GOING TO RENEW BY MAIL, PLEASE READ THE SECTION ON PAGE 4 CAREFULLY. CHUCK TELLS ME SOME PEOPLE ARE NOT SENDING THE STAMPED ENVELOPE AND ARE SENDING THINGS HE DOESN'T NEED.

# SOMETHING TO THINK ABOUT

## THE LAST WORD: SOMETHING TO THINK ABOUT

By WALT WILSON

In most clubs, virtually all the work necessary to keep the organization going is done by a small percentage of the membership. The Spirits of St. Louis are no different. Whether it's cutting grass, being field chairperson, activities chairperson, a contest director, a board of directors member, maintaining a club Web site, or being president, treasurer, secretary, or newsletter editor, we are all volunteers. The pay scale is the same zip.

Most members who have never been involved in any of these jobs have no appreciation of the effort that goes into doing them. Many club members have no idea who does what for the club. Some seem to think it all happens automatically and, since they've paid their dues, they're entitled to a free ride in all other aspects.

The people who recognize and assume the responsibilities do so for a variety of reasons. Most want to do something to feel like they're doing their share to support the club. Some have unique skills that enable them to make special contributions. As long as the volunteers do their jobs, the people who recognize what they're doing appreciate and occasionally thank them. Whatever the reason, eventually the workers feel it is time to move on and let someone else carry the ball for a while. Maybe they're burned out, tired, have developed physical problems, or have family or business responsibilities that precludes

donating the time necessary to do a club job. Maybe they feel they've done enough. Eventually, all will quit doing whatever they do. If you don't think that being a club officer takes its toll on time and patience, think about how many past presidents are still active members of the club. Of those who are, how many are willing to be president or hold another office?

Appreciate the people who spend their time making your club work. Pat them on the back occasionally. Don't resent them when they quit doing it. Ask yourself if you would have done that job.

from Flight Lines  
Spirits of St. Louis R/C Flying Club  
Walt Wilson, editor  
St. Charles MO

## YOU KNOW YOU'RE A RC WIDOW WHEN ;

1. There's monokote on your iron,
2. You can't get your car in the garage because it's filled with airplanes,
3. They decorate the head table at your wedding with model airplanes,
4. You use CA to put a heel back on your shoe,
5. You actually know the difference between a Split S and a Cuban 8,
6. You no longer buy a car to carry the kids but to transport Airplanes,
7. You do the monthly bills and realize that you're spending more on Glow fuel than for Gasoline,
8. It's acceptable to give bulk Balsa wood for gifts,
9. You have a Windsock in your back yard,
10. You don't get excited when your husband talks about getting "More Thrust".

## 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.....	Stacy Myers.....	(360)426-9367
Board Member.....	Bob Beatty .....	(360)426-5601
Board Member.....	Herb Coslett.....	(360)275-4158
Alt Board Member .....	Gordon Osberg.....	(360)426-5172
Alt Board Member .....	Chuck Kentfield .....	(360)866-9473

# ABOUT GLOW PLUGS

The glow plug is used to provide ignition for the fuel/air mixture in a similar manner to a spark plug in a petrol engine. A spark plug could also be used in our model engines running with our special fuels but would then require added equipment and complexity with the possibility of interference with the radio receiver. However, glow plugs can not be used with an engine running on petrol (likewise without added equipment).

So how does it work? To start the motor we must first heat up the element (the small coil of wire inside the plug) by connecting it to a battery. Most plugs are designed to use 2 volts but some can only handle 1.5 volts. Make sure which one you have! A 2 volt plug will not get hot enough on 1.5 volts for easy starting while a 1.5 volt plug will burn out on 2 volts (the coil melts).

Once the motor is running the battery can be disconnected. However, the plug will continue to glow with an orange heat to provide ignition. How does it do this without a battery?

It all hinges on the fuel we use (or part of the fuel) and what the element is made from. The working part of the fuel is methanol which is a type of alcohol, but not the drinking kind, it is quite poisonous. The element is made from several metals alloyed to make it strong enough to handle the heat and vibration. The metal we are interested in is the platinum. When platinum comes in contact with alcohol there is a catalytic reaction between the two which heats the platinum while

causing the alcohol to ignite. So one helps the other.

But the element is glowing all the time the motor is running so how does the fuel know when to start burning (in other words, what determines the ignition point)?

Well this goes back to the catalytic reaction again. This reaction depends on two things, one is the temperature of the element (the hotter it is the easier it will react) and the pressure of the fuel/air mixture inside the cylinder (the higher the pressure the easier it will react).

Glow plug temperature is controlled by using different HEAT RANGE plugs. Just like motor car spark plugs, glow plugs come in different heat ranges from hot to cold with maybe half a dozen steps in between. If in doubt, use the plug specified by the engine manufacturer. Using a hotter plug than normal will advance the ignition point and a colder plug will retard the ignition. The only way to determine exactly the right heat range plug is by using an accurate tachometer. The plug that gives

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***IF YOU HAVEN'T PAID YOUR DUES YET IT'S AFTER JANUARY 1ST NOW AND DUES ARE \$40.***

***IF YOU PAY BY MAIL SEND YOUR DUES, PROOF OF 2005 AMA MEMBERSHIP AND A SELF ADDRESSED STAMPED ENVELOPE TO THE TREASURER:***

***CHUCK KENTFIELD  
6843 Gallagher Cove Rd NW  
Olympia WA 98502***

the highest rpm (for the same fuel and propeller) is the correct plug.

But what about the pressure of the fuel/air mixture? This is determined by the compression ratio of the engine and normally is fixed by the manufacturer with possibly some small change allowed for by fitting or removing shims under the cylinder head. Not something to play with unless you know what you are doing.

For ultimate power a competition modeler will juggle combinations of plug, compressions and type of fuel (mainly nitro methane content) but this is way beyond the needs of the sporting flyer.

Here is a list of all OS plugs with their various heat ranges.

The complete line up of O.S. plugs are as follows:

OSMG6300- #0 Economy standard plug similar to the #8.

OSMG6304- #1 Hot plug for low nitro (0-5%).

OSMG6308- #3 Medium plug for medium nitro (5-25%).

OSMG6312- #5 Cold plug for high nitro (25% +).

OSMG6316- #7 2 stroke engines requiring an idle bar.

OSMG2691- #8 "The" standard. For use in all 2 strokes, any nitro.

OSMG6320- #9 For general use in 2 stroke engines.

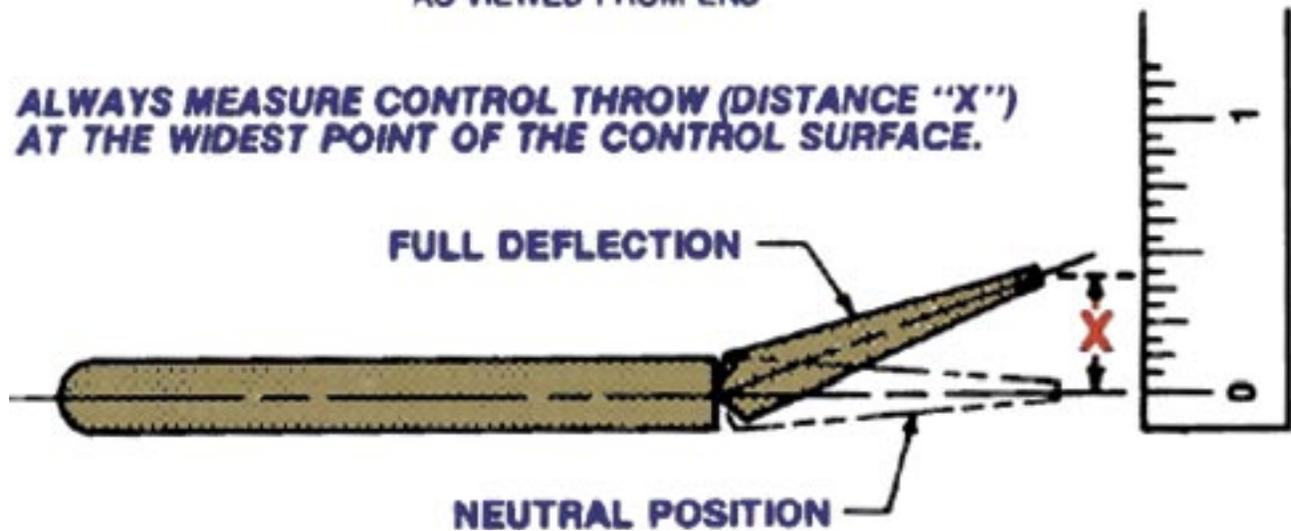
OSMG2692- #F For O.S and other four strokes.

OSMG2688- #RE For the O.S. Wankel rotary engine.

## TYPICAL CONTROL SURFACE

AS VIEWED FROM END

**ALWAYS MEASURE CONTROL THROW (DISTANCE "X")  
AT THE WIDEST POINT OF THE CONTROL SURFACE.**



BELOW ARE THE SCHEDULED EVENTS FOR 2005

## Club Scheduled Events for 2005

January.....Annual 1st fly of the year (a few of us made it!)  
February .....  
March .....  
April 23rd .....Sanderson Field RC flyers annual swap meet 9:00 to 12:00 SHS Sub  
May .....  
June 11th .....Display at Walmart  
June 12th.....Public Fly-In  
July 9th.....fly-in 9:00 a.m. to ?????  
August 20th.....Scale fly-in 9:00 a.m. to ????  
September 10th.....Fly-In  
October .....  
November.....  
December .....

**It's time for 2005 dues, pay before January 1st for \$10 savings**

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