



SANDERSON FIELD R.C. NEWS

Monroe Expo starting Feb. 11th



CHARTER NO. 3079

CLUB MEETING

This months meeting will be held on Thursday February 10th from 7:00 p.m. Doors open at 6:00 p.m..

at PUD #3

At 3rd & Cota

Minutes were read and accepted as read.

Treasurers report was read and accepted as read.

No minutes for December

Treasurer's report was read and accepted as read.

The new contract was discussed, the major differences are:

No scheduling of events with out paying the daily use fee.

No locked in Event days.

The lease fee has been reduced to \$2031.12 per year but **the contract also has 8 daily use fee days (at \$300 per day). These days cannot be canceled for any reason.** This actually increases our lease fee by almost \$1000.

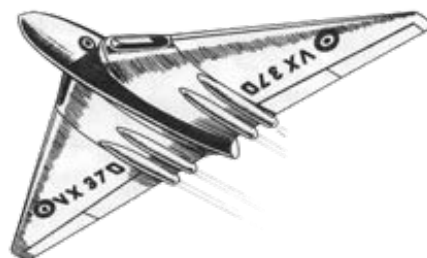
Gordie Osberg motioned to have a

[deleted]. Motion withdrawn.

Chuck thought we should ask Tom Strom senior down to talk about the new contract.

John Tupper motioned to have our summer meetings at the field, Chuck Kentfield seconded. Motion failed.

Our annual swap meet date was discussed. Chuck Kentfield motioned to the swap meet on April 16th. Motion carried. I will contact the School to see if the date is open.



Meeting adjourned at 7:50

We brought the kits from the Bowcutt Estate for sale. (see pg. 2)

We have set the date for our 17th annual Swap meet. It will be held on April 16th in the Shelton High School Sub. The contract has been signed with the school and once we get the dated Insurance form we'll be all set.

This year our swap meet will feature the stuff from the Bowcutt estate, the extra funds this generates will go towards moving the grass field to the other side of the current field where the cows are never pastured.

"flying a plane is no different than ridding a bicycle. It's just a lot harder to put baseball cards in the spokes"

Captain Rex Kramer

Engines/Kits for Sale

The engines and kits will NOT be at the meeting this month but are still available. Prices are \$20 for .30 and above and \$15 for .25 and below. New engines and kit with prices as marked.

Used engines

Cox .049

OS Max 10

OS Max III 15 (2)

OS FP 20

OS Max 20 (3)

OS FP 25

OS Max 25

OS Max S 30

OS SF 40

OS FP 40 (6)

OS LA 40 (1)

Thunder Tiger 15

ASP 46

Royal 46

GMS 2000 47 (2)

K&B 40

K&B 61

K&B boat motor (90)?

Fox Eagle 60

Fox 78

Enya 60 2C

New Engines

OS 20 FP

OS 40 LA

OS 40 FP

OS Max 50

OS FS 75 4C\$150

Enya 46-4C II.....\$150

MDS 40

Cox tee dee .010.....\$100

Kits

Sig Clipped wing Cub	56"	Kit	\$70.00
Sig Beach Bonanza	64"	Kit	\$80.00
Sterling PT-19	48"	Kit	\$100.00
Great Planes CAP-232	Partially completed	40 size Kit	\$50.00
ThunderTiger Windstar	Glider	ARF	\$75.00
Dumas Boats "Windy"	Boat	Kit	\$20.00
Simcoe Sopwith PUP	no plans	67.5" Kit	\$15.00
Playboy Senior		Kit	\$45.00
GLH II wingset	(foam) poor shape	32.5 Kit	\$10.00

More on Soldering

From the Falling Water Radio Control Flying Club, Soddy-Daisy, Tennessee By David McCormick

I'd like to expand a bit on the excellent tips offered by Phil Laperriere in the July 2010 edition of the AMA Insider, "Understanding Deans Connectors."

As someone who has been involved in electronics since I was a teenager, I get a lot of requests from the members of my own RC club to help them with the same kinds of soldering issues Phil discussed in his article. The recent boom in the popularity of all-electric airplanes and helicopters, and the ever-increasing size and capacity of the batteries, motors, and speed controllers they use has made what used to be fairly simple tasks very difficult for a lot of modelers. So here are a couple of my own soldering tips.

1. Use a smaller gauge solder.

Solder comes in different sizes, just like wire does, and a small gauge solder will melt more quickly and flow much better than a thicker one. I use .032 gauge solder (available at Radio Shack) for all my electronic soldering tasks. It takes much less heat to melt it, which helps reduce the damage excess heat can cause to terminals, connectors, and insulation. And the smaller gauge solder has a greater percentage of flux, compared to a larger diameter solder, which helps it stick better to the joints. You'll be amazed at how much easier it is to use.

2. Get yourself a flux pen, also available at Radio Shack, or from any good electronics retailer. They're made like a magic marker, but contain the same rosin flux that's in the center of the solder. Coat the wire and terminal to be soldered with flux before you "tin" them, and your solder will adhere and flow much better, making a stronger, more reliable connection. Use only rosin core flux on electronic wires, never acid core!

3. Use the soldering iron to heat the joint, not to melt the solder!

This is a big one, and very important. The job of the iron or gun is to heat the wire and/or joint to a temperature hot enough so that it, the joint, can melt the solder. Don't place the solder against the tip of the iron and try to drip it onto the joint. Place the iron against the joint, let it heat the joint, then let the joint melt your solder. Once you get the joint hot enough, the solder will flow over the wires and connectors, coating everything evenly. This is the only way to prevent a cold solder joint, which can rob you of performance and may even break loose completely.

Remember, use the iron to heat the joint and not melt the solder. Let the joint do the melting. It takes practice, but it works.

4. Wear a glove. How many times have you had to turn a hot wire loose before the solder had cooled enough to hold it well? How many times has the heat from the joint traveled up the wire and shrunk your tubing before you were ready? Use a pot-holder type glove, or whatever you have, to protect your hands while soldering. You'll be able to hold the wires longer and steadier while soldering, and they will help cool the wire more quickly once you're done, which will save your heat-shrink.

I'd also suggest you invest in one of the small devices that have two or three alligator clips to hold your wires and terminals, sometimes called a "Helping Hands." (They often also include a soldering iron holder.) Cover the alligator clips with a piece of fuel tubing to pad them and prevent them from marring your wires. They're great for holding things steady while you apply the heat and solder. Good luck!



The Importance of Setting headings

by Mike Lynch

From the official newsletter of the Tri County R.C. Club, New Jersey

One of the first goals of flying RC is to be able to make smooth, level turns. As early as your first practice flight, your instructor will tell you to bank with ailerons, maintain the turn with the elevator, and straighten with the opposite aileron. The goal is to maintain a smooth turn with no gain or loss of altitude. The time it takes to master this first step varies from one beginner to another. And the good feeling you get from mastering this step is but one of many you will enjoy as your flying improves.

With this step mastered, you will be able to “keep the airplane in the air.” However, you may not be able to enter and exit the turns you make as predictably as you would like. You may find that the airplane is flying you,

wandering all over the flying field. The second step to flying is to master entering and exiting turns precisely—and the importance of this step cannot be over assessed. As you begin learning how to land, it is mandatory that you are able to exit your last turn (during final approach) in a manner that has you perfectly aligned with the runway. You can master this very important talent only by knowing how to set headings.

Practice with figure eights. Once you are relatively comfortable making smooth, level turns it is time to begin practicing more precise turns. Figure eights are excellent for this purpose because they force you to make left and right turns equally to avoid the “I can only turn left” syndrome. To begin, we recommend making left turns on your right side and right turns on your left side. This way the airplane will always be turned away from you. (Many beginners feel uncomfortable when the model

is coming directly at them, even in a turn.)

At first, you may find this quite difficult. The goal is to exit each turn with the airplane heading directly toward a corner of the field (with the center of the figure eight directly in the middle of the field). You will find that you must begin exiting the turn slightly before your desired heading is reached, which can be tricky. Your first few attempts will probably not be perfect and will force you to make minor corrections; you must be quite gentle with the controls to avoid over correcting. Once you have mastered, reverse the direction of the figure eight and start again (right turns on your right side, left turns on your left side).

Always remember the importance of setting headings. As you practice landings (and even after you have performed your first solo), whenever you are having problems setting up your headings, go back and practice figure eights.

DUES ARE \$100.

IF YOU PAY BY MAIL SEND YOUR DUES, PROOF OF 2011 AMA MEMBERSHIP AND A SELF ADDRESSED STAMPED ENVELOPE TO THE TREASURER:

**CHUCK KENTFIELD
3122 Madrona Beach Rd.
Olympia WA 98502**

Make checks payable to SFRCF

CLUB OFFICERS

President	Eric Oberg	(360)789-6011
Vice President	Burt Daggett	(360)427-6653
Treasurer	Charles Kentfield	(360)866-9473
Secretary	Bob Beatty	(360)426-5601
Safety Officer	John Tupper	(360)426-6383

BOARD MEMBERS

Board Member	Eric Oberg	(360)789-6011
Board Member	Jody Diaz	(360)427-6102
Board Member	Stacy Myers	(360)426-9367
Board Member	Bob Beatty	(360)426-5601
Board Member	Burt Daggett	(360)427-6653
Alt Board Member	Bob Mason	(360)426-9256
Alt Board Member	Chuck Kentfield	(360)866-9473

February 2011						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1 7:00p RC Board meeting	2	3	4	5
6	7	8	9	10 7:00p SFRF Meeting	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26 WWSCC
27 WWSCC	28					

Only one weekend is reserved in February. This may change, so be sure to check the Events page on our website.

<http://sfrcf.quintex.com/event/events.html>



Club Scheduled Events for 2010

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

Our schedule is much reduced this year thanks to the new contract, any club fly-ins will most likely be held at the grass field.

January 1st.....First fly of the year
 April 16thSanderson Field RC flyers annual swap meet 9:00 to 12:00 SHS Sub
 June 25th-26th.....Pylon Race APRA/428/Q-40
 July 23rd & 24th.....Pylon Race APRA/428/Q-40
 August 20st-21st.....Pylon Race North vs South- Locked
 September 24th & 25thPylon Race APRA/428/Q-40 - PROPS Championship
 December 8thChristmas Party

It's time for 2011 dues, dues are \$100.00

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

SANDERSON FIELD

R.C. FLYERS

17TH ANNUAL

Swap Meet

Static
Display

Static
Display

Located at Shelton High School, N. 3737 Shelton Springs Rd. Shelton WA , 98584. Just North of downtown Shelton. Take Hwy 101 North to Wallace Kneeland Blvd. Turn right on Wallace Kneeland Blvd. Turn left on Shelton Springs Rd. The Shelton High School will be on the left. The Swap Meet will be located in the Sub.

**FREE
ADMISSION**



Lot's of great stuff!

SATURDAY, APRIL 16TH

Tables

9:00 AM TO 12:00 PM

*Reserve Your
Tables Now!*

\$5.00

WITH ITEMS FROM THE BOWCUTT ESTATE

or

2 for \$8.00

**For more information call
Bob Beatty at (360) 426-5601
email: bigbird06@earthlink.net**