



SANDERSON FIELD

R.C. NEWS

May 23rd - Fly-In
May 24th - Pylon Race



CHARTER NO. 3079

CLUB MEETING

*This months meeting will be held
on Thursday May 14th from 7:00
p.m. to 9:00 p.m.*

at PUD #3

At 3rd & Cota

Minutes were read and accepted as read.

No treasurers report - Treasurer in Hawaii

Old business -

Bob Andrew said the Hunter farms field has had it's first mowing and it looks good. We also filled some of the cow foot prints and picked up debris off the runway.

Eric Oberg said he would check into a roller to try to smooth it out.

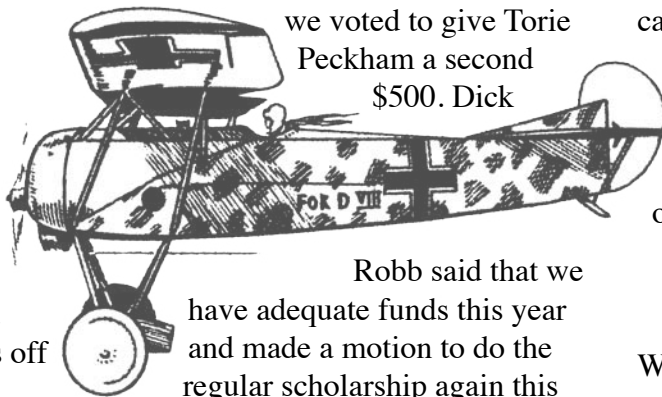
Dick Robb volunteered to get a list of other events around the Northwest to post on our web site. He noted that the ARCS (Bremerton club) is having a biplane fly-in on May 16th.

We got another letter from last year's scholarship winner, Torie

Peckham, who planned to be at our next meeting to visit but it didn't work out.

New business -

Gordie Osberg has gone through all 72 high school scholarship applicants and has found only one who meets our criteria of Aviation or engineering. Gordie asked if we are giving a scholarship this year as we voted to give Torie Peckham a second \$500. Dick



Robb said that we have adequate funds this year and made a motion to do the regular scholarship again this year. Motion was seconded and passed.

Our swap meet is the 18th of April. We are hosting a Pylon Race the 19th of April.

Jim Grubner is a powered hang glider pilot and instructor and wants access to the field. He was told that he needs to get a key from the Port because he is not flying RC.

It was mentioned that the first aid kit and fire extinguishers need to be checked out.

Also it was mentioned that our lines need to be repainted.

Meeting adjourned 7:30

I'd like to thank everyone who came out to help Officiate for the Pylon race. We had a great turn out of club members and great weather.

We're hosting another race on May 24th, hint, hint...

We also had a pretty good turn out for the swap meet this year, even with the increased cost of the facilities we ended up making enough to pay for everything and even made \$20 or \$30. There were a few mix ups due to the move after we published our location but all in all it pretty well. We only had a few indoor flyers but there seemed to be enough room for them.

For Sale

Former club member Joe Hein has some quarter scale stuff for sale, this is a partial list of his stuff.

I'm in no big hurry to sell anything. Its just time to thin out the herd so that I have room to create more clutter by building more stuff. 1/4 scale planes are a bit much to store so my intent is to sell them to make more room. Due to our busy and erratic schedule, please call before coming by. I'll gladly entertain any reasonable offers on a cash and carry basis. (360) 427-9654

American Eagle D-18/C-45 (Twin Beech) Kit NIB
Glass Fuse, cowls, nacelles, sheeted foam wings
82" WS, .60-.90 2-cycle

Carl Goldberg Stinson 108 ARF - 1/4 scale (New)
81-1/8" WS, O.S. 91 4-stroke installed
T9CAP Futaba radio (new)

RC GUYS Cessna 150 Aerobat ARF 1/4 scale (New)
96" WS, Saito 180 4-stroke (used)
Futaba T6EXA radio
BD-5J Kit (turbine powered) - no work started
Factory primed, glass fuse w/ sheeted foam surfaces

1/4 scale Clipped wing Taylorcraft w/ downlink color camera
Radio & engine installed in good flying condition. See for more details

Sig Rascal 110 ARF (Red)
110" WS - O.S. Max - 160FXring engine & radio
Good condition - see for details

Sig Rascal 110 ARF (Blue) - 3 flights
110" WS - Futaba 6EXAP radio
O.S. Gemini FT-160 engine w/ onboard glow
Onboard altitude reporting (Winged Shadow)

I have many other good planes that if anyone is interested in looking at them.



DUES ARE \$100.

IF YOU PAY BY MAIL SEND YOUR DUES, YOUR OLD KEY, PROOF OF 2009 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)426-8777
Vice President	Dick Robb	(360)427-4521
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)426-8777
Board Member.....	Dick Robb	(360)427-4521
Board Member.....	Jody Diaz.....	(360)427-6102
Board Member.....	Stacy Myers.....	(360)426-9367
Board Member.....	Bob Beatty	(360)426-5601
Board Member.....	Dave Fisher	(360)490-2338
Alt Board Member	Bob Mason	(360)426-9256
Alt Board Member	Chuck Kentfield	(360)866-9473

About Batteries

From Wiregrass RC, Enterprise, Alabama

Charging that New Battery

By Stan Grett and Jim Kale

In recent months, we have heard a lot of discussion on how to charge a new airborne battery or transmitter battery. Charge times have been recommended from 12-24 hours. Dave Thacker of Radical RC is the battery guy I listen to. He recommends charging the new battery packs at 1/10 of the mAh, which is normally referred to as "C." This rate is often referred to in magazine articles and manufacturers' directions as C/10. He recommends that rate for 16 hours. Most NiCD manufacturers also recommend this.

So, if your battery is rated at 1500 mAh; then charge it at 150 mAh for 16 hours.

Be careful, if your charger charges at less than the C/10 rate, you will have to charge it longer. However, extremely long overcharges are bad for the battery pack and will shorten its life. Also high charge rates can shorten the battery life if there is anything overcharging at all.

Cycling a new battery pack will help it get off to a good start in its new life. A good regiment to follow is to cycle it for three charge/discharge cycles over a week-long period. If it passes this test, it should give a good long life if maintained and charged properly. Cycling a new battery pack before the start of each flying season and after the flying season will give you a good idea how the battery pack is holding up over a period of years.

Generally speaking, any battery that is more than three years old is on borrowed time. However, I do know of cases where battery packs lasted as long as seven

years. You are betting your airplane though if you try to squeeze just a little more out of your battery pack than it has to give. Battery packs are cheap when compared to replacing airplanes.

Battery Short, How They Occur

By Red Scholefield

A short develops in a NiCad when conductive particulates bridge the separator or the separator itself deteriorates to the point where it allows the negative and positive plates to touch. Rarely does the short occur all at once but rather building up a very small conductance path termed "soft shorts." In a charged cell the energy in the cell will blow away any short as it tries to develop. You've heard about "zapping" cells. The cell actually zaps itself before the short can develop. Only in cases of severe overcharge at high rates when the cells heat up significantly, can the separator melt down to the

point where the plates contact each other (hard short). In this case the energy in the cell then dumps and we have what is referred to as a hot steamer, the electrolyte boils, nylon in the separator melts down and is forced by the steam through the vent.

On some occasions the vent is clogged by the molten nylon separator and becomes inoperative causing the cell to rapidly disassemble. So under normal circumstances a cell maintained at some state of charge is much less likely to short than a cell that is completely discharged.

It should be noted however, that the self-discharge increases rapidly in cells where there is a short building (high resistance-soft short) because of separator deterioration and/or cadmium migration. One other shorting mechanism is a manufacturing defect where the positive or negative collector tab bridges the opposite plate. These usually fall out before the cells are shipped or assembled into batteries.

FINAL WINTER SEASON PYLON RACE

SUNDAY MAY 24TH, 2009

WHERE: Sanderson Field, Shelton Airport, Shelton, WA call or email for directions

WHEN: Sunday May 24th, 2009. Registration opens 8am.

COST: \$ 25.00 per class

CLASSES: Quickie 428 / Quickie APRA. Winter season Dash for Cash race #4, this is the final race of the Dash for Cash series!!!! APRA Fast time of the 4 races will receive a NEW Quickie airplane donated by Marty Hoppe (Same rules apply for fast time as for Dash for Cash prize)

CD: Tony Huber
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SEE YA AT THE RACES!

ON THE SAFE SIDE

In the Blink of an Eye

By Don Nix, Insider Safety Column Editor

“There’s a reason I’m alive for a blink of an eye.”

—In the Blink of an Eye by Mercyme

More often than not, that’s about all the time it takes for most accidents to happen. I can think of one personal incident where the quick blink of my eyes saved me from more serious problems.

A couple of decades or so ago while living in Southern California, my wife and I decided to spend a long weekend at a cabin we rented occasionally in a small village up near Big Bear in the San Bernardino mountains.

Being born lazy and losing ground ever since, I’m usually quite content to do as little as possible; especially if it requires exerting any physical effort. This time, though, I had an idea about how to both relax and do something productive at the same time. I’d just acquired a new RC kit I was anxious to get started, and since it was of the type that goes together rather quickly with a minimum of tools or accoutrements, I took it along to build.

Fortunately, the cabin was equipped with a rather large, long table perfect for laying out plans and materials. While my wife lingered over coffee the first morning, I got everything ready to go; punched out all the die-cut parts (pre-laser), identified everything, made sure nothing was missing (even read the instructions!), and reached for the thin CA.

I had been especially careful to bring along a brand new, unopened bottle of the stuff so I wouldn’t be stuck without enough to finish or have old material. (Remember that word “stuck.”) The container was one where you

snap off the top to open, and then reverse it to become the cap to seal it back.

Looking at it carefully to be sure I snapped it cleanly, I did so and instantly got a face shower of CA.

That’s where the blink of my eyes saved me. Amazing how fast our body can spontaneously and involuntarily react when attacked. Not a drop got into my eyes, although one lid was partially glued shut. That stuff does set instantly under the right conditions!

Surprisingly, I immediately knew what had happened. The material was packaged at near sea level, and I was up about 7,500 feet in the mountains. You can figure out the rest. The higher pressure inherent in the package at the lower altitude combined with the considerably reduced pressure at a much higher altitude effectively converted it to aerosol form for a split second.

This would compare to sudden depressurization in an airliner at altitude, and works exactly the same way. Everything inside responds to an urgent need to go out until the pressure is equalized.

(Brief digression: Don’t you die laughing at those disaster movies that show an airliner decompressing with everything and

everyone being sucked outside for several minutes? No way, no how.)

I got the model ready to cover by the end of the long weekend, but spent a good deal of time peeling CA from various locations on my face and neck. Incidentally, just plain soap and water will loosen the stuff in most cases so it can be more easily peeled. There are commercial debonders available, of course, but I don’t think I’d use them on my face or near my eyes.

Later, in telling the above story to a friend in the CA business, he told me about an experience his company had when installing a new CA filling machine. They got everything—electrical, pipes, hoses, etc.—all hooked up and flipped the switch to give it a trial run. When they did, a hose connection failed and all in the area were pretty well showered with CA ... the thin type that sets instantly.

Point: Most accidents do happen in the blink of an eye, and sometimes it’s difficult to anticipate them. Fortunately, most are preventable with a little caution, good sense and forethought, and we’ll deal with some of those in future columns.

In the meantime, if you’ve had an experience you’d like to pass on for the benefit of others, I’d be happy to hear from you: FLYERDON@aol.com.

Happy modeling and flying ... safely.



May 2009						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
3	4	5 7:00p SFRFC Board Meeting	6	7	8	9 BAEC auto Club
10	11	12	13	14 7:00p SFRFC Regular meeting WSP	15 NWACC motor cross	16
17 NWACC Motor	18	19	20 WSP North end	21	22	23 Fly-In
24 Pylon Race	25	26	27	28	29	30 WWSCC entire
31						

We have 4 no-fly days this month, 3 car club events and 1 pylon race.

Be sure to check the Events page on the Web Site.

<http://sfrfc.quintex.com/Events.html>

Club Scheduled Events for 2009

- January 1st.....First fly of the year - No go... snow and rain
- February 8th.....Pylon Race - Come out and help officiate
- March 15th.....Pylon Race - Come out and help officiate 3" of SNOW!
- April 18thSanderson Field RC flyers annual swap meet 9:00 to 12:00 Jr. High gym
- April 19thPylon Race - Come out and help officiate
- May 16th.....Fly-In - 9:00 a.m. to ?????
- May 24th.....Pylon Race - Come out and help officiate
- May 31stForest festival Parade float
- June 1st.....Public Fly-In 9:00 a.m. to ?????
- June 6th.....Open House Fly-in/work party - Hunter Farms
- June 20th.....Public Fly-In 9:00 a.m. to ????
- July 18th.....Scale fly-in/Public/potluck BBQ - 9:00 a.m. to ?????
- July 24th - 26th.....Pylon Race - Locked
- August 22nd.....Fly-in - 9:00 am to ????
- August 28th-30th.....Pylon Race - Locked
- September 12th.....Fly-In 9:00 a.m. to ????
- October 10th.....Fly-In 9:00 a.m. to ????
- December 10thChristmas Party 6:00 p.m. to 9:00 p.m. (potluck)

It's time for 2009 dues, dues are \$100.00

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