



SANDERSON FIELD R.C. NEWS

Club Fly-in at Hunters



CHARTER NO. 3079

CLUB MEETING

*This month the meeting will be held on Thursday **May 10th**. Doors open at 6:00 p.m..*

*at PUD #3
2621 E Johns Prairie
Road, Shelton, WA*

As there was no meeting last month there are no minutes. Hopefully the new PUD auditorium is ready this month. I have updated our web site with directions to the new site so if you don't know where it is, check there or google it. I'll send an email if something comes up.

Odds and Ends

Jim Tiller, On the Safe Side author, jtiller@hotmail.com

Disposing of Batteries

You can't be in this hobby without using batteries. With the proliferation of electric flying, even more batteries entered our lives. These batteries eventually go bad, so we are faced with how to dispose of them. For many years it was the trash can. Now, with

all the exotic combinations, it is more of a hassle. "Green" environmental laws and regulations are also a consideration. In some states, it is illegal to dispose of any kind of battery—even alkaline cells, in the trash.

The easiest and most environmentally friendly way to dispose of all your batteries is to put them in a plastic bag, and when you've collected enough, take them to a battery recycler. Many hardware stores or home centers have boxes or bins that will take batteries. There are also battery retailers such as Batteries Plus or Interstate Batteries that will take them. There is even a website that will send you a box to put your batteries and other hard-to-dispose-of items such as fluorescent bulbs. When it's full, you just drop it in the nearest FedEx box. (www.lamprecycling.com/)

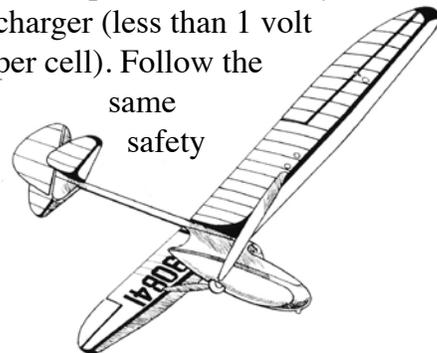
LiPo cells are the ones that are the biggest concern for most fliers. There is plenty of Internet information about the care and feeding of LiPo batteries. You simply cannot charge LiPo batteries without a proper peak charger

and a fireproof container. If they overcharge, they build up gases. If those gases produce enough pressure, the cells will rupture energetically (notice I did not write explode), releasing those gases that then combust mixing with air. Most have read and heard the horror stories associated with LiPo batteries.

But this essay is on disposing them. If you simply must dispose of them yourself, here are some simple instructions, but you can search the internet for a more complete set.

Before you dispose of a LiPo battery, you should discharge it. (Don't try to discharge a damaged pack. If it is damaged, skip down to soaking the cells in salt water.) Many LiPo chargers also discharge the same packs. If so, just discharge the battery to the lowest point allowed on your charger (less than 1 volt per cell). Follow the

same
safety



Tactic Anylink System

With great fanfare, Hobbico (parent of Futaba) has just released the AnyLink system. Does it live up to the hype? Published by rcadvisor.com

Summary

AnyLink is a small device that plugs into the trainer port of a transmitter. It works with a large range of different transmitters, including many of those made by Futaba, JR, Spektrum, and Hitec. Many FM and 2.4GHz transmitters are supported. Adapter cables that work with many of these transmitters are included. Adapter cables for other transmitters need to be purchased separately. Once plugged in, your transmitter can be used to control any Tactic receiver. Hobbico has also just released about a dozen different small model airplanes that come with these receivers pre-installed. They are called Tx-R ("transmitter ready") airplanes.

Tactic transmitters do not require an AnyLink device to communicate with the Tactic receivers. Also, SLT refers to "secure link technology". It's the specific 2.4GHz signal encoding used by the Tactic systems.

Tactic Brand

From the looks of it, Tactic is to Futaba what Spektrum is to JR. In other words, it's a sister budget brand. Tactic radio transmitters

are definitely lower-end than most Spektrum radio systems. Tactic transmitters don't have digital displays and are only available in 4 and 6 channel aircraft versions. All current Spektrum transmitters, except for the DX5e, include digital displays.

The Good

The AnyLink device itself only costs \$25. That's a good deal. A 6 channel Tactic receiver goes for \$30, which is reasonable. The receiver only weighs 8 grams. There's a reasonable variety of airplanes already available with the Tx-R feature. In other words, they come with a Tactic receiver pre-installed.

The Tactic 6 channel transmitter with a 6 channel receiver retails for \$100. The 4 channel transmitter/receiver combo is \$80. The Spektrum DX5e, the least expensive radio system in that lineup, retails for \$110. The Tactic systems definitely have the advantage as far as price.

The Bad

The Tactic receivers are currently only available in 3 and 6 channel versions. If you need more channels than that, you are out of luck.

The range of the AnyLink is just 1,000 feet. That's good enough for most situations, though I would be real careful with a thermal duration glider or any other model that could get far from you.

The Ugly

The top of the line Hitec Aurora 9 radio system is not supported at all. Neither is the new Spektrum DX18 radio system, though the Hobbico website could just be out of date.

Almost the entire current Spektrum line up of radio systems requires a \$120 adapter cable. Ouch! The only exception is the DX6i, which works with an adapter cable included with the AnyLink.

Conclusion

I'm no marketing genius, but I'm having trouble seeing the compelling use case. Buying a receiver separately from an ARF airplane and plugging in the servos into it is pretty easy. Installing the servos correctly is much harder. I guess the hardest part of a receiver installation is plugging in the servos into the right channels. It would seem that a Tx-R airplane's primary appeal is to those relatively new to the hobby.

Somebody just starting out will just buy a Tactic transmitter and a matching Tx-R airplane. Given the convenience, I would probably buy another Tx-R airplane as my second airplane. There is some value there for the end user, at the cost of limiting your airplane choices.

For a current Spektrum transmitter owner to pay \$25+\$120 = \$145 just so that they can use a Tx-R airplane would be nuts. I don't see it happening.

Anylink (continued)

I suppose there might be a market for those owners of older FM transmitters wanting to move up to 2.4GHz that do not want to spend much. Whether \$25 is a reasonable price for these cheapskates (I mean, frugal folks) is debatable.

I have a hunch that the AnyLink system was overcome by events before it was released. Not supporting most of the current Spektrum lineup out of the box is going to seriously limit its acceptance.

On a positive note, it does offer reasonable value to those starting out that have purchased a Tactic radio system.

<http://www.tx-ready.com>

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DUES ARE \$100.

IF YOU PAY BY MAIL SEND YOUR DUES, PROOF OF 2012 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

Odds and Ends

instructions while discharging as you do for charging.

If your charger won't do it, a 12-volt light bulb wired between the poles will do the job for smaller packs of three cells or less. Let the pack discharge an hour or so after the light bulb goes out.

Soak the cells in salt water (1/2 cup of salt per gallon) for a few days. Soaked and discharged LiPos are safe to put in the trash or the recycling bag depending on local regulations.

The biggest environmental concern is the Nickel Cadmium (Ni-Cd) and Nickel Metal Hydrides (NiMH) batteries. First of all, the metallic residue can be recycled and reused. Second, they are toxic waste if they find their way into the land fill and/or our water supply.

Field Cleanup

Spring is when most clubs schedule time for cleanup. As you go through your routine field maintenance, remember that a great many of the insurance claims presented to the AMA are not for injuries directly associated with modeling activities, but are from injuries that occur to people while on your flying site. Frequently those injuries happen to young people who are guests at your field. Some claims have been filed by individuals who were injured long after normal flying hours or even illegally trespassing on a flying site.

On your maintenance check list should be a thorough inspection of your site for potential hazards that could cause injury. Think outside the box. Here's a (by no means complete) list that might stimulate your thinking.

- Are there any piles of boards, bricks, or branches someone

CLUB OFFICERS

President..... Tom Strom..... (360)350-0181
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Treasurer..... Charles Kentfield (360)866-9473
Secretary Bob Beatty (360)426-5601
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Board Member Tom Strom (206)246-4258
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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

could climb and fall from?

- Are there any posts or stakes that could impale someone who falls?
- Are there any low-hanging wires or chains that a person, of any height, at any time of day or night, might hit?
- Is the location of your site (you might include the GPS location) posted on the field so anyone who called 911 could direct emergency responders to your site?
- Are there any frayed electrical wires or uncovered electrical connections?
- Are there any potential poisonous or toxic substances that are not under lock and key? Children can find their way into almost anything.
- Are seats and tables used by the public substantial enough to handle a load and free of cracks and splinters?

None of us can totally free ourselves of liability, but one of the tenets of a negligence lawsuit is that you must owe a duty of reasonable care to the person claiming an injury. If you take the time to document your search for potential hazards, it may help you prove that your group is always attentive to issues of public safety and that you have a history of actions showing your concern for the safety of your members and those who visit your field.

Crash Etiquette

From the Long Island Radio Control Society, NY

While bent over your model tweaking the needle valve, too often you hear “I ain’t got it ...” followed by a low frequency thump. Usually several expletives will be inserted, some used imaginatively. A hand-crafted masterpiece of airframe miniaturization crammed with state-of-the-art electronic equipment, and powered by an exquisitely machined engine is no more. The pilot who is frequently the builder/owner has made an unscheduled landing or has discovered the radio in his hands has a greater range than the eyes in his head.

Your immediate problem is how to react. Generally, it is considered bad form to immediately ask if you may borrow the pilot’s glow plug battery. Similarly, you probably shouldn’t ask if he’s finished with the clip.

Any equipment related reasons for the crash you hear are, by definition, reasonable. Pilot error is too rare and sensitive to suggest, so don’t say, “That’s odd, I haven’t had any problems on that frequency today,” until at least an hour after the crash. Offer to help go look.

Don’t say “It sounded like it hit something solid.” Note that most lost models are found and returned. Don’t ask if he has his name and phone number on the model, or wonder out loud if the model hit a house or a car.

If it looks like more than enough people have volunteered to help with the search, try to weasel out of going. There are ticks and poison ivy out there, and seeing a grown man cry isn’t pleasant.

If the pilot takes a plastic bag with him or comes back empty handed to get one, assume the worst. Actually, in a really bad crash, two hands and a pocket are enough space for anything worth salvaging.

Whatever you do, don’t hold a postmortem on the spot. The pilot probably doesn’t want to discuss:

- Battery condition
- Poor construction
- Pilot error
- Used rubber bands
- Fuel tank capacity
- Light blue covering
- Model selection vs. pilot skills

As best you can, avoid specifics, sound supportive, and look appropriately grave. You’ll want the same consideration someday.

May 2012

- Closed runway
- Club meetings
- Club non runway
- Flyers

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
29 Closed runway	30	1 SFRCF board meeting	2	3	4	5
6	7 9:00 AM RC breakfast	8	9	10 SFRCF meeting get key	11	12 Fly-in (Hunters) Closed runway
13	14	15	16	17 Closed runway	18	19
20 Car club	21	22	23	24	25	26
27	28	29	30	31	1 Closed runway	2

We have a few closures this month, the calendar could change. Check the website before heading to Sanderson field
<http://sfrcf.quintex.com/event/events.html>

Club Scheduled Events for 2011

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

The new contract allows us to schedule non-exclusive days again, however if the car clubs don't go to the new track we may not keep many.

- January 1st 9:00 amFirst fly of the year
- April 14th 18th annual Swap meet 9:00 to Noon
- May 12th Club fly-in (Hunters)
- June 4th Forest Festival parade
- June 16th Club fly-in
- June 30th-Jul 1st Pylon Race
- July 14th Club fly-in
- August 4th Club fly-in
- August 18th-19th Pylon Race
- September 22nd Club fly-in

It's time for 2012 dues, dues are \$100.00

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