



# Sanderson Field R.C. News



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

## Club Meeting

*This months meeting will be held on Thursday July 10th at the field, Time: 7:00 p.m. During the summer months the Choice high school is closed. That building will be torn down by now.*

*Next winter the meetings will probably be located in the old Evergreen grade school building. I'll keep you posted.*

The weather really co-operated Thursday night for the meeting. It wasn't cold and there was hardly any wind.

Sharon Diaz gave a report on the scholarship committee. 3 people were chosen.

The Scholarship committee each donated an extra \$62.50 to increase the amount from \$500 to \$750.

Sharon Diaz motioned to have a fly-in in June which died from lack of interest.

**Many thanks to Joe and Debralee Hein for the donation of the Lanier F-86 (.40-.46),** (see Page 5) Dick Robb motioned that we raffle the F-86 off in an open raffle and donate the proceeds to the Scholarship fund.

Motion passed.

Dick Robb motioned to approve \$100 for food for the July Fly-in. Motion passed.

A big thanks to Joe Lewis for re-painting the lines at the field.

It was noted that perhaps people would be interested in donating to the scholarship fund when they paid their dues, if you feel so inclined in-

clude your donation when you pay your dues with a note that it's for the scholarship.

Meeting adjourned at 7:40.

## FOR SALE

Yellow Aircraft F-16 ducted fan, ready to fly, just add the RX and off you go in your own scale F-16 - for only \$1300.00.

Jim Kelly Phone 360 263 5171

## A Word From Your President

Once again this year the Vern Gillum Scholarship committee performed a wonderful job at awarding three Shelton High School students with scholarships to help with their college educations. They reviewed over 90 applicants, which resulted in three finalists that were then interviewed. All of the applicants interviewed so well that the committee decided to award all three applicants with a scholarship. In doing this, each committee member made personal donations to increase the scholarship fund. The recipients were Shauna Enger, Miceal Jeffrey's and Elizabeth Chapman. Shauna Enger received a \$350 and Miceal and Elizabeth were both awarded with \$200. The announcement was made at the Shelton High School Award Ceremony on June 5, 2003. A special thanks to Chuck Kentfield, Gordon Osberg, Bob Beatty and Sharon Diaz for taking the time and effort to go through this process. The club and I thank you. Anyone who is interested in being on the scholarship committee I encourage you to do so for it is a very worthwhile and rewarding experience.

*If you fly Turbines it's time to start watching the fire danger, you can call 1-800-323-2876 or go to [www2.wadnr.gov/burn-risk](http://www2.wadnr.gov/burn-risk). click on Mason County to see the current risk.*

*Turbines cannot fly when a burn ban is in effect.*

# Tuning the carburetor on a glow fuel engine

By LLOYD SULLIVAN

Let's talk about how to tune the carburetor on a glow fuel engine. This technique will work on 2- and 4-cycle engines. Proper tuning for peak power is not hard if you follow the steps correctly.

Note: Never position yourself in line with the prop blade arc while tuning or running the engine at a high speed.

Before we discuss tuning the carburetor, let's list things that could get in the way.

- It is important to have a clean carburetor. Small particles of dirt or trash in the needle valve or the low speed jet will greatly affect or even prevent proper tuning.

- Air leaks will affect the carburetor's performance and its ability to set properly.

- Check the spray bar position. Most spray bars are fixed so this is not an issue, but for Super Tiger drivers, the spray bar is adjustable, and if the screws holding its position loosen, it can be a source of an air leak.

- Check for leaks in the fuel line from the tank to the carburetor. This affects the engine's ability to draw fuel from the tank and a lean run will result.

- Tank position is critical to proper fuel draw and engine performance. The tank's center line should be no

lower than a half inch below the needle valve.

- Fuel foaming due to vibration causes lean runs and engine failures. Foaming is usually caused from a tank being poorly isolated from the fuselage structure. Proper propeller balancing is another factor in fuel foaming.

Let's assume we have a clean carburetor with no air leaks and fuel filtered from a properly positioned tank, which is isolated in foam rubber from the airframe.

First, close the high speed needle (the one by the fuel line) completely and open it two turns. Next, either close the low speed needle and open it two turns, or if you have a carburetor like an O.S. where the low needle is inside the throttle arm, put the end of the needle flush with the outside edge of the throttle arm. This should get the engine to

a rich setting on both needles while still allowing it to start.

Fill the tank with fuel and start the engine. If the engine doesn't start, open the low needle a half turn and try again. Allow a minute or two for warm up and slowly advance the throttle to full. The engine should run very rich. Close the high speed needle slowly until the engine runs smoothly, but do not try to peak it out yet. We have to make the first adjustment to the low speed needle. Reduce throttle to idle and let it run for about 15 or 20 seconds. Test throttle response by popping the throttle quickly to about half or better. If the engine stumbles and slowly picks up speed, the low needle is too rich. Close it clockwise about 1/8 turn and repeat the throttle response test again. You are looking for an almost instantaneous smooth response without quitting. If the engine dies abruptly in the above test, the low needle is too lean. Open

## CLUB OFFICERS

President.....	Jody Diaz .....	(360)427-6102
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Board Member .....	Darryl Casad .....	(360)275-8690
Alt Board Member .....	Bob Beatty .....	(360)426-0677
Alt Board Member .....	Chuck Kentfield .....	(360)866-9473

## Tuning a glow engine (cont..)

the needle 1/8 turn at a time until the engine starts to stumble a little with quick throttle application, then close it until you have a smooth response to any throttle application. Now let's peak the high speed needle. Advance the throttle to wide open and slowly close the high speed needle until a very slight drop in rpm is heard. Open it to peak, then a couple of clicks more. You want your engine running slightly rich at full throttle so it will not be too lean when you point the nose up in flight. (I usually use the pinch test if I can get to the fuel line to confirm proper setting. The pinch test is performed by pinching the fuel line shut for an instant and letting go while at full throttle. The engine rpm should increase slightly without dying. If you can safely hold the airplane nose up to do the pinch test, more accurate settings result. If you can't hold the nose up safely, don't worry about it.)

Go back and check the throttle response again. Make any fine tuning adjustments as necessary, then check the high setting if you had to make any further low speed adjustments. Any time you adjust the low speed needle, you have to recheck the high speed needle. Low speed needle adjustments affect the high needle, but the high needle has little effect on low speed adjustments. Remember, only adjust the high speed needle at full throttle, and only adjust the low speed needle at an idle.

If you have a carburetor with a high needle and an air bleed adjustment, open the air bleed screw wide

enough to adjust the high speed needle. It is about all you can do on these carburetors. Sometimes, though, you may need to close up to half of the air bleed hole for optimum idle.

If the tank position is good, you will have an engine that will idle until it runs out of fuel without loading up, has good throttle response, and runs slightly rich at full throttle without overheating. Loading up at idle indicates that the low needle is still too rich and overheating is an indication that the high needle is too lean.

From Propwash Propnuts  
Radio Control Model Airplane Club  
Paul Shaffer, editor Highlands TX

**“Flying a plane is no different than riding a bicycle. It’s just a lot harder to baseball cards in the spokes”**

Captain Rex Cramer  
(in the movie Airplane)

***IF YOU PAY BY MAIL SEND YOUR DUES, PROOF OF 2003 AMA MEMBERSHIP AND A SELF ADDRESSED STAMPED ENVELOPE TO THE TREASURER:***

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



***LET'S SEE. FIELD BOX... CHECK. RADIO... CHECK. FUSelage... CHECK. WINGS... WINGS!!!? WINGS!?***

**We will be sharing the field on July 25th and 26th with the WA Trucking Association. It's time for the log truck rodeo again. They plan on using the northern most 1000 ft. They will set up Friday afternoon and be gone by Saturday afternoon.**

**After meeting John Swartz of Washington Trucking Association at the field, he says they'll have no problem just using the north end of the runway.**

## Tips

### Emergency patching

Sometimes a taxi mistake or a soft landing results in minor damage, such as a hole poked in the wing covering material. Your aircraft is flyable except for that hole. To handle this problem, carry some denatured alcohol in a small, plastic container and a roll of scotch tape. Using a paper towel, clean the patch area with the alcohol to get rid of all oil. The oil film will keep the tape from sticking. Clean the area twice. Wait a couple minutes and apply the scotch tape to seal the hole. I have an old Ugly Stik that I use to break in 2- cycle

engines, and it has several scotch tape patches that have held up for years. Caution: Don't use regular rubbing alcohol as it has some oil in it that will leave enough film to prevent the tape from sticking properly.

from The Beacon  
Miramar Radio Control Flyers of  
MCAS Miramar  
Dick Doucet, editor  
San Diego CA

### Gluing on canopies

Before gluing on your airplane's canopy, put a small hole in some obscure place to allow air circulation under the canopy. This will keep your canopy from popping off in the summer when the air inside expands or from collapsing in the winter when the air shrinks.

### Trimming MonoKote

Do you have the same problem I had, wondering how to trim off the excess MonoKote from your airplane? It is especially hard to trim around those corners. Here is an idea that's as simple as 1, 2, 3. Take a piece of scrap plywood and cut it into strips about 1 1/2-inch wide and four inches long. Next, place a single-edge razor blade at a 30 degree angle on each side of the piece of plywood. Put one drop of medium CyA in the center of the razor blade (there is a small hole in the center of the blade). Now you can trim off your excess MonoKote and have a clean cut line. You also can determine your trim size by the thickness of the plywood you use.

from the newsletter of the  
Skagit R/C Club  
Pat Goffin, editor  
Burlington WA

## Events around the Sound

### •Sanderson Field Invitational, July 12th 9:00 am

- MRRCS fun fly at Pfeiffer field July 12th
- ORCA's are holding a Fun-fly/Fly-in on July 12 9:00 am
- ORCA's Snipe Pylon race Wed. July 16th 5:00pm
- Selma OR. Lake Selmac Float Fly July 19th & 20th
- Wenatchee WA. WRAF fun scale July 26th
- John Crowley Scholarship fun Fly - Held at the LCRC flying field next to the Toledo airport on Sunday July 27, 2003.

### Other Scheduled Events

**July 12th..... Invite Local clubs to our field for a fly-in**  
**August 23rd..... Scale fly-in**

**No other events are scheduled at this time**



This Tiger Moth was the last model Don Zook was working on and was finished in his memory by Bob Andrew. Beautiful Job and a great flying plane.

## The Zooker Special

Thanks again to Joe and Debralee Hein for the donation of the Lanier F-86 (.40-.46) The F-86 has all the control surfaces installed with control rods on, and the gas tank installed. It's been flown once. All you need is the radio gear, servo's and an engine. The proceeds from this raffle will go to the Scholarship fund, so come to the meeting and buy a ticket. It's for a GREAT cause.



This raffle is open to the public.



It has a minor scrape under one wing, other than that it looks brand new.