



SANDERSON FIELD

R.C. NEWS

Scale Fly-In July 18th

Summer Series Pylon Race July 25th & 26th



CHARTER NO. 3079

CLUB MEETING

*This months meeting will be held
on Thursday July 9th from 6:00
p.m. to 9:00 p.m.*

at PUD #3

At 3rd & Cota

Minutes read and accepted as read.

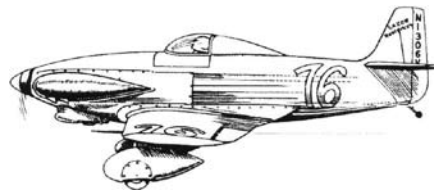
Dick Robb noted that someone has put a carabiner into the lock and chain system on the Hunter farms gate and also that they have removed the trees from in front of the second gate. Be sure to lock the gate as you found it.

Treasurers report read and accepted as read.

John Tupper has a paint striper lined up. Thanks to John Tupper for presenting the scholarship award at the graduation ceremonies this year. John has also checked out the safety equipment.

Gordie submitted articles about our scholarship to the Journal and Olympian newspapers but neither were printed. (It was printed in the AMA district XI column).

Chuck motioned to move the fly-in to Hunter Farms on the 27th -



Motion carried.

We voted to have food also.

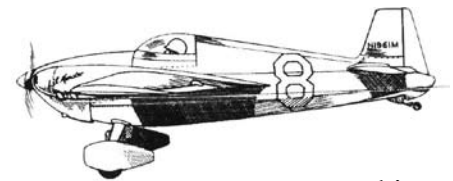
Dan Nalley, Tom Strom and Jr. talked about the upcoming July 25th and 26th Pylon race.

Jody offered use of his trailer for transport of pilots and planes. I will check with the Port about camping. The volunteers will need to be at the field before 9:00 am. Lunch will be provided for the workers and you will get a ticket for each day you work and a raffle will be held at the end of the August race.

Royce asked if someone could be on the starting line to take pictures. Any member of the club is legal anywhere on the course as long they have signed the waiver.

Meeting adjourned 7:50

We have a lot going on this month, On July 18th is the annual Scale fly-in. We aren't having any



contests or anything

just a day of flying scale birds. This is fun scale so just come out and have fun if your plane sort a looks like a real plane. At this point I believe we are having food (pot luck - bring a side dish or dessert) but we'll sort it out for sure at the July meeting.

Also on the 25th and 26th will be the Summer Series Pylon race (see page 4). We are doing lunch again this year so we will need two groups of people. One to man the course and one to cook. I will be maintaining a list for each so please let me know if you are interested in working.

Tom Strom Jr. let us know that there will be a raffle like last year after the August 29th & 30th race and workers will get a ticket for each day they work the two events.

A Note From the AMA Insider's Technical Editor

A short time ago, a modeler wrote Ed McCollough (your humble technical editor) the following:

“Noticed and noted on the foot of page 66 of March Model Aviation underneath the picture of the Spektrum/JR flight logger, it is recommended that six-volt battery packs be used on ALL 2.4GHz receivers.

Called Horizon Hobby on the phone; they confirmed this statement. It was suggested the same six volt usage for other brands also.

Would like to suggest the general membership be made aware of this when 2.4 GHz receivers are used in glow/gas airplanes/helis to preclude possible in-flight loss.”

When I read this, I agreed with him and wrote him I would get on the problem. Please, read what he

wrote and consider it very, very carefully. Unfortunately, the answer to his question hasn't been that quick or easy, but for the time being, here it is:

If you are flying a 2.4 GHz system, follow the manufacturers' specifications for the voltage. If you are using a separate voltage pack for the receiver, be absolutely sure it has enough voltage to run the receiver.

A common 5.0-volt receiver pack may not have sufficient voltage to run your particular receiver. Actually, if you used a six-volt pack and it was adequately charged, it should be sufficient, regardless of the manufacturer.

There is one problem, when using a

six-volt pack if it isn't required by the manufacturer of your system. That problem will likely happen if you are using digital servos. If you drive some digital servos with six volts, there is a high probability you will damage the servos because of the higher voltage. Remember, if the servos fail, it won't make much difference that your receiver is still working.

You always need to be flying with a functional receiver pack, one that is as close to fully charged as possible.

Remember, insufficient volts to the receiver and you crash.

Lastly, as in all things, and in all cases, read the instructions.

A Note From the AMA Insider's Technical Editor

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

Top Gun Flies the Reaction 54 jet

by Royce Tivel

On Tuesday, June 2, 2009, the Sanderson Field RC Fliers' (SFRCF) Top Gun Charles Kentfield arrived to fly his REACTION 54 jet. How much room in his truck did the jet and support equipment take up? About all of it!

The first item to be unpacked from the truck was a home-made assembly consisting of a piece of stove pipe mounted on a wood support. This assembly, I was to learn later, is placed directly behind the jet turbine's exhaust to contain any flame caused by a "hot start." A "hot start" occurs when excessive fuel or liquid propane enters the engine prior to startup (the engine is flooded).

Other equipment followed, including the jet body and wing.

Everyone present was fascinated as Charles explained the business end of the jet, the J600 turbine. The turbine is manufactured by PST JETS.

After unloading the truck, the wing was attached to the aircraft body.

Prepping the jet for flight began with a battery check.

There are two battery packs in the aircraft. One pack powers the Turbine Engine Management System (TEMS) and another powers the radio equipment. The TEMS controls the running of the turbine.

Fueling the jet began by adding the propane from a pressurized exter-

nal canister.

During the turbine startup, the propane burns when the glow plug lights -- and the turbine begins to spin up. When the turbine reaches the correct RPM and temperature, the TEMS starts the turbine fuel pump and the turbine begins burning the kerosene fuel. But first, the aircraft must be fueled with the kerosene.

During fueling, Charles took great care to insure that no air bubbles remained in the fuel system: an air bubble can stop the engine. Kerosene was pumped into the system until it ran bubble free into an external overflow tank.

An important item during preflight checks was to verify the air-tank pressure for the retracts.

Before the startup, Charles connected the Ground Display Terminal (GDT). The GDT is used to program, operate, or monitor the TEMS.

After the preflight preparation was completed, Charles began the startup procedure.

The turbine was a bit flooded causing a spectacular "hot start," with flaming exhaust. I now appreciated the value of the stove pipe "flame-containment unit." Such events show the importance of having an assistant standing by with a fire extinguisher. In this case, the extinguisher was not needed and the aircraft suffered no damage.

A little more than an hour after arriving at the field, the turbine was started and Charles taxied the REACTION 54 onto the runway. Moments later, the jet was in the air.

Charles landed the jet and taxied it off the runway after a very successful 7-minute flight.

Everyone present thoroughly enjoyed the first flight and was treated to a second flight. It is hard to express my thrill as the jet flew by: the sound of the turbine sounded, well, just like a real jet.

References:

Model Aviation
August 2008
"Turbine Modeling Made Easy"
Page 51

PST Jets web site:
<http://www.pstjets.com/>
"Reaction ARF Assembly Instructions"
by Bruce Tharpe
<http://www.btmodels.com/rarf-instructions.html>

For an online HTML version of this article, complete with numerous images, please visit
<http://www.selectdigitals.com/articles/jet.html>.

2009 SHELTON, WA
West Coast Racing Series Pylon Race

July 25th and 26th, 2009 Practice and Course Set-up Friday July 24th

WHERE: Sanderson Field, Shelton Airport, Shelton, WA ([directions available on the clubs website - http://sfrcf.quintex.com](http://sfrcf.quintex.com)) NOTE: This is a full scale, active airport. There will be NO flying except for Friday, Saturday and Sunday. There is a 300 foot ceiling.

WHEN: Test Flying and Course Set-up Friday July 24th. Racing Saturday July 25th and Sunday July 26th. Registration opens 8am both days. 1st heat off at 9am.

COST: \$ 35.00 per day/per class. Please make checks payable to "Jon Packer" (PROPS Treasurer).

CLASSES: Q-40 / Quickie 428 / Quickie APRA – We will be flying Quickie 428 FIRST on Saturday morning, with Q-40 and APRA flown with alternating rounds after that. Please be prepared to fly FAST QUICKIE first on Saturday.

CD: **Contest Director:** Dan Nalley 425-306-3730 drnalley@comcast.net
Co-Contest Director: Eric Ide 360-701-0535 Yoteamgreen@comcast.net

MISCELLANEOUS:

- Lunch will be available on Saturday and Sunday, at the field, for a small charge.
- We are not requiring pre-registration, but we would appreciate an email if you are planning on attending. That will help us to allow for enough food.

Come visit the beautiful and amazing Pacific Northwest. We are less than 30 minutes from the State Capital, Olympia. www.go-washington.com/Olympia or a short drive (just over an hour from Shelton) to beautiful Mt St Helens www.mountsthelens.com and approximately one hour from the beach at Ocean Shores www.oceanshores.com

Camping will be allowed at the site. [There are no hookups.](#)

Motel accommodations in Shelton or Olympia. Super 8 (5 minutes from field) 360-426-1654 www.super8.com , The Waterfront at Potlatch (beautiful water view rooms, 15 minutes from field) 360-877-9422 www.thewaterfrontatpotlatch.com ,

Little Creek Casino (make reservations early) 1-888-728-8624 www.little-creek-casino.com

Remember to bring your favorite sport plane for some after-racing fun-flying Saturday night!!!!

SEE YA AT THE RACES!

July 2009						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
28 International float fly	29	30	1	2	3	4 Independence Day
5	6	7 SFRFC Board meeting	8	9 SFRFC meeting get key	10 NWACC motorcross	11
12 NWACC Motorcross	13	14	15	16	17	18 Fly-In
19	20	21	22	23	24 Pylon Race summer	25 Pylon Race summer
26 Pylon Race summer	27	28	29	30	31	1 BEAC Northwest Model air-

There are 3 no fly days this month...Be sure to check the Events page on the Web Site things can change.

<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 15thPylon Race - Come out and help officiate
- April 18thSanderson Field RC flyers annual swap meet 9:00 to 12:00 SHS Sub
- April 19thPylon Race - Come out and help officiate
- May 23th.....Fly-In - 9:00 a.m. to ?????
- May 24th.....Pylon Race - Come out and help officiate
- May 30th.....Forest festival Parade float
- June 1st.....Public Fly-In 9:00 a.m. to ?????
- June 6th.....Open House Fly-in/work party - Hunter Farms
- June 27th.....Hunter farms 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>