



SANDERSON FIELD R.C. NEWS



CHARTER NO. 3079

Club Fly-in at Sanderson Sept 22nd

CLUB MEETING

*This month the meeting will be held on Thursday **Sept 13th.***

AT THE FIELD unless the weather is bad. Then it will be

at PUD #3

***2621 E Johns Prairie-
eRoad, Shelton, WA***

Minutes and Treasurers report were not read.

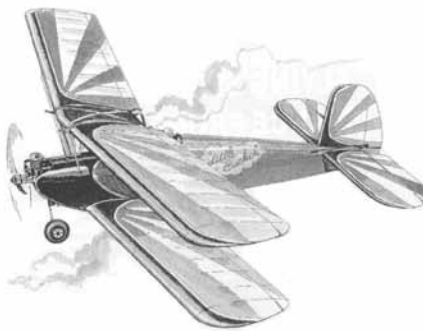
It was brought up that we need another cooler in the shed for fly-in's, Darcy Niebeling motioned to have the club buy a medium sized one. Motion was seconded and passed

Tom Strom will come up with a schedule for the volunteer mowers, This week, Darcy Niebeling and Burt Daggett will mow. Next week will be Dick Robb and Dave Fisher.

There was discussion of some kind of dues reduction. Tom Strom motioned to have a \$25 reduction if dues are paid before the 1st of January. If you don't have your AMA card as of Dec 31st you can still pay your club dues and get the \$25 off with an AMA receipt.

Just to be clear, If you pay before Jan 1st dues will be \$75. If you pay on Jan 1st it will be \$100. Motion was seconded and passed.

Bob Treinen motioned to have the club buy fuel for Thursday night training night, motion seconded and passed. This fuel will be used only for Thursday night training.



The Aug 4th fly in was well attended but ended early due to 93° heat. The fun fly did not happen, Tom Strom motioned to have the fun fly at the Sept. 22nd fly-in at Sanderson Field.

The Lake Nahwatzel Float fly will be held on Sept. 15th at Isabelle lake.

Meeting adjourned at 7:35

The Grass at Hunters is very short now, I was out there yesterday and had no trouble with a small electric plane taking off. It's kind of brown from being scalped but will turn green again pretty fast. The runway is much longer now and the control line circle is completely mowed.

All in all Hunters is in the best shape ever. We still need to figure out some better axel's for the start stands and get some netting on the third pilot barrier but it's looking great out there.

Another Blonde Joke

This is the story poor blonde flying in a two-seater airplane when the pilot has a heart attack and dies. The blonde frantically makes a May Day distress call.

"May Day! Help! My pilot had a heart attack and is dead," she says. "I don't know how to fly a plane. Please help!"

She then hears a voice on the radio saying, "This is the tower. I will walk you through it. I've done this several times. Now, just relax. Everything will be fine. Now give me your height and position."

The blonde replies, "I'm five foot four and I'm in the front seat."

"Okay," says the voice from the tower. "Repeat after me: Our Father, who art in Heaven ..."

How to Bend Balsa

Paul L. Daniels (pldaniels.com) printed in the newsletter of the Feather River RC Modelers, Oroville CA

Quite frequently in building with balsa wood we need to bend balsa into a curved surface. For curves with fairly large radii, this can be done without any problem. When it comes to convincing balsa to bend around complex, varying, and tight curves (such as tail planes or wingtips), balsa has to be assisted into making these curves without crimping or snapping. The reason why we choose to bend balsa around such curves is for a couple of reasons:

- Strength:** Balsa is strongest when the grain runs the length of the wood.
- Finish:** Sanding with the grain produces a smoother surface.
- Economy:** It's cheaper to make a wingtip out of a strip of balsa than to use up a much larger sheet of balsa and having to discard the bulk of it.

The available methods of getting balsa to bend more can be broken down into sections: laminating, one-sided moisture/heat, chemicals, long soak. With all bending operations it's suggested that you start out with the most flexible piece of balsa that you can obtain, typically this is referred to as A-grain balsa. Do not attempt to use C/quarter-grain balsa as it'll tend to split very quickly.

Stage 1: Getting the wood flexible
Laminating: The process of using laminating to make balsa curve around corners is based on the

principle that a thinner sheet of balsa can be curved at a tighter radius. The radius of curvature limit varies between materials, but essentially it represents a percentage of compression (or tension), caused by the difference in curve radii between the inner and outer limits of the balsa. Thinner balsa will be able to be bent tighter before the same critical difference of curvature occurs. Using the laminating process can be a fairly tedious one, but it does produce an appealing (to some) visual appearance. Laminating produces the strongest, but also heaviest, resulting form.

One-side moisture/heat: If you take a sheet or strip of balsa and dampen one side you'll see that in a few seconds that the balsa starts to curve away from the dampened side. Conversely, if you apply a hot iron to the sheet of balsa, the balsa will curve toward the heated side. The reason why this occurs in both cases is because of a difference in moisture content in the balsa wood cells. The more moisture in the cell, the more it expands.

In the damp application, the damp side of the balsa expands causing the sheet to curve away. With the iron application, the moisture is driven out of the balsa cells on that side to contract and causing the balsa to curl in.

Chemicals: Sometimes you really need to get a piece of balsa around things are already too thin for laminating practically—the solution can sometimes be to chemically adjust balsa to bend. Clouded ammonia (water with ammonia in it) or Windex will make balsa especially flexible. The action by which this

occurs is the breaking down of balsa cell walls. Interestingly some people have reported that using vinegar also works, the key appears to be to soak the material in a non-neutral pH substance.

For clouded ammonia, use a 50/50 mix with water. Caution: use this mix in a well-ventilated area. Ammonia can suffocate you. If you would rather not take the potential risk, consider using the long-soak method.

Long soak: If using chemicals such as ammonia or vinegar isn't your idea of a pleasant experience, you can soak the balsa in hot/warm water for an hour or more (depending on the thickness). The heat is useful to accelerate the absorption of the water into the cell structure.

Stage 2: Setting the shape
Once you've made your balsa flexible, you can commence to shape it to your needs. For simple curves, such as cylinders, cones and such, you can simply apply the wood to the formers or suitable shape holder (having a good selection of tins, tubes, and rods help here) and tape/hold the balsa to the required shape and allow to dry.

Even if you're using the framework itself to form the curve, do not attempt to glue the balsa at this stage. Wet balsa and glue do not work together. Wait until the balsa is completely dry. Be forewarned that this sometimes can take a day or two in the cold weather. When you remove the balsa from its former shape holder, you'll notice that it tends to spring back a little bit, that is okay, it's normal. You can now glue your balsa to the airframe.

Tip and Tricks

Protecting Hinges

Petroleum jelly often has been used on pinned hinges to prevent epoxy glue from sticking to the hinge joint; however, it is difficult to get just the right amount on the hinge and to make sure the hinge is completely coated.

A very cool way is to melt the petroleum jelly in a small dish such as a dessert dish (an oven-safe type, of course). Use only enough to melt to a depth of about 1/6 of an inch. Fold the hinge and dip the pinned end into the melted jelly. Remove and touch the hinge to a paper towel to remove excess. In a couple seconds, the petroleum jelly cools and has penetrated the hinge. You now have a completely coated hinge joint that epoxy will not stick to.

—From Gene Davis, Newsletter of the National Association of Scale Aeromodelers

Tricky Decals

Have you ever wanted to place

a graphic or numbers on your model but find cutting them out of MonoKote just too much effort? Try tracing paper available at craft or office supply stores. Here's how to do it with a computer and scanner:

1. Scan your artwork and save it.
2. Print it on thin tracing paper.
3. Cut it out and stick in on your airplane by spraying the back of the tracing with adhesive.

If you like to fly in the rain, you can waterproof the finished product by spraying it with clear spray paint before you place it on your airplane.

Unlike a commercial decal with a totally clear background, the tracing paper will be barely visible, but it's not that noticeable.

—From the Lewes RC Club, Lewes DE

you can use LusterKote clear after the ink has dried and before you cut the decal out prior to placing it on the plane. This does not work well on light colored covering as the lighter color tends to bleed through changing the color of the decal.

Convenient Clean Up

Want a nice, neat, convenient way to clean up that airplane? Use baby wipes—those soft wipe tissues that come under various brand names and are packaged in handy plastic boxes.

The wipes must contain some kind of cleaning agent because they remove oil well and the lanolin acts like a polish.

—From the newsletter of the Western New York Sailplane and Electric Flyers

Editors note: I've found that Office depot has full sheet clear label paper that works quite well for this same technique. For glow planes

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

CLUB OFFICERS

President.....	Tom Strom.....	(360)350-0181
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	Tom Strom	(206)246-4258
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

September 2012

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
26 Runway closed	27	28	29	30	31	1
2	3 9:00 AM RC Breakfast	4 SFRCF Board meeting	5	6	7	8 Car Club
9 Car Club	10	11	12	13 SFRCF Club meeting	14	15 Car Club Float Fly - Isabelle
16 Car Club	17	18	19	20	21	22 Fly-in
23	24	25	26	27	28	29
30 9:00 AM RC Breakfast	1	2 SFRCF Board meeting	3	4	5	6 Runway closed

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 2012

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 2nd Forest Festival parade
 June 16th Club fly-in (Hunters)
 June 30th-Jul 1st Pylon Race
 July 14th Club fly-in (Hunters)
 August 4th Club fly-in
 August 18th-19th Pylon Race cancelled
 September 15th Nahwatzel float fly (at lake Isabelle)
 September 22nd Club fly-in/ Fun fly

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

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