



Sanderson Field R.C. News



Club Meeting

This months meeting will be held on Thursday October 9th at the **Choice High School**, located at 201 N. 9th St. Shelton WA. The meeting room is on the main floor
Time: 7:00 p.m.

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

There was no board meeting for September.

The minutes and Treasurer's report were read and passed as read.

Chuck Kentfield noted we should go to a reduced schedule on the port-A-potty maintenance which was approved.

Jody talked about the Pioneer Middle school demonstration on the 26th of September, and also about the Corvette club event on the 28th of September.

IF YOU PAY BY MAIL SEND YOUR DUES, PROOF OF 2004 AMA MEMBERSHIP AND A SELF ADDRESSED STAMPED ENVELOPE TO THE TREASURER:

CHUCK KENTFIELD
6843 Gallagher Cove Rd. NW
Olympia WA 98502

Dick Robb talked about how everyone had fun and that there were no problems at the Scale fly-in.

Bob Mason was presented his Solo Certificate, Congratulations Bob.

Jody talked about the McMinnville fly-in and museum and Bob Beatty talked about the museum's RC field.

Gary House motioned to have some sort of Instructor recognition which was seconded and passed.

Meeting was adjourned at 7:43

A word from your President

Club Has Career Day Soars to New Heights

Wow, very impressive. If there ever was a time for the club to step up and perform it was Friday, September 26th, and perform we did. On Friday Pioneer School held it's annual Career Day. The school contacted the Port of Shelton last spring and asked if they would participate, the port agreed and stated that they

would contact the businesses at the port and get more people involved, the club was then asked if we would participate. The club generously agreed, for what better way to display our involvement in the community.

Well, with a little planning and a couple of phone calls I had a ton of help lined up, which was really nice since the demonstration was going to involve 100 7th grade students and teachers, Joetta Anderson (Port Secretary) and Henry Trussler (Port Commissioner).

Now I have to say anytime this club has put on an event there is always help, but this time the club went all out. The people that agreed to help were there to make a difference and no matter what I requested the people quickly made it happen. I got to the field at 8:15 and members already had the planes out and were helping out

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Balsa Facts part 2

HOW LONG DOES IT TAKE A BALSA TREE TO GROW?

Balsa trees grow very rapidly (like all pesky weeds). Six months after germination, the tree is about 1-1/2 inches in diameter and 10 - 12 feet tall. In 6 to 10 years the tree is ready for cutting, having reached a height of 60 to 90 feet tall and a diameter of 12 to 45 inches. If left to continue growing, the new wood being grown on the outside layers becomes very hard and the tree begins to rot in the center. Unharvested, a balsa tree may grow to a diameter of 6 feet or more, but very little usable lumber can be obtained from a tree of this size. The balsa leaf is similar in shape to a grape leaf, only a lot bigger. When the tree is young, these leaves measure as much as four feet across. They become progressively smaller as the tree grows older, until they are about 8 - 10 inches across. Balsa is one of the few trees in the jungle which has a simple leaf shape. This fact alone makes the balsa tree stand out in the jungle.

THE PERFECT NURSE!

Nature evidently designed the balsa tree to be a "nurse tree" which would protect the slower-growing species of trees from the scorching jungle sun during their critical early years. For instance, in an area

of the jungle that has been ravaged by a tropical storm or other natural disaster, the balsa trees will quickly sprout and begin to shoot up to impressive heights in a very short time. Their fast growth, and the extra large leaves they have in their early years, provide shade to the young seedlings of the slower-growing forest giants. By the time the seedlings are established enough to take care of themselves, the balsa tree is beginning to die. Undoubtedly, the balsa tree's rapid growth, fast spreading crown of first very large and gradually smaller leaves, and its relatively short life span were intended to make it the "perfect nurse" in the jungle ecosystem.

HOW ARE BALSA TREES HARVESTED?

While nature intended the balsa tree to be a short lived nursemaid, mankind eventually discovered that it was an extremely useful resource. The real start of the balsa business was during World War I, when the allies were in need of a plentiful substitute for cork. The only drawback to using balsa was, and still is, the back breaking work that is necessary to get it out of the jungle. Because of the way the individual balsa trees are scattered throughout the jungles, it has never been possible to use mass production logging procedures and equipment. The best way to log balsa trees is to go back to the methods of Paul Bunyan -- chop them down with an axe, haul them to the nearest river by ox team, tie them together into rafts, and then float the rafts of balsa logs down the river to the saw mill.

The logging team usually consists of two native Ecuador-

CLUB OFFICERS

President	Jody Diaz	(360)427-6102
Vice President	Dick Robb	(360)427-4521
Treasurer	Chuck Kentfield	(360)866-9473
Secretary	Bob Beatty	(360)426-5601
Field Marshal	Chuck Kentfield	(360)866-9473
Safety Officer	John Tupper	(360)426-6383

Board Member	Jody Diaz	(360)427-6102
Board Member	Dick Robb	(360)427-4521
Board Member	Herb Coslett	(360)275-4158
Board Member	Stacy Myers	(360)426-9367
Board Member	Darryl Casad	(360)275-8690
Alt Board Member	Bob Beatty	(360)426-5601
Alt Board Member	Chuck Kentfield	(360)866-9473

Balsa Facts part 2 (cont..)

ians, each armed with a broad Spanish axe, a machete, and a long pole sharpened like a chisel on one end for removing the bark from the downed trees. Because of the hilly terrain, an ox team may only be able to drag two logs to the river per day. At the saw mill the raw balsa is first rough cut into large boards, the carefully kiln dried, and finally packed into bales for shipment to the U.S. via ocean freighter. Final cutting and finishing of our model aircraft balsa is done right here at the SIG factory. As a result of the balsa tree's fast growth cycle, both the quality and lightness of the lumber obtained from a balsa tree can vary enormously depending upon the tree's age at the time of cutting.

WHY IS BALSA WOOD SO LIGHT?

The secret to balsa wood's lightness can only be seen with a microscope. The cells are big and very thin walled, so that the ratio of solid matter to open space is as small as possible. Most woods have gobs of heavy, plastic-like cement, called lignin, holding the cells together. In balsa, lignin is at a minimum. Only about 40% of the volume of a piece of balsa is solid substance. To give a balsa tree the strength it needs to stand in the jungle, nature pumps each balsa cell full of water until they become rigid - like a car tire full of air. Green balsa wood typically contains five times as much

water by weight as it has actual wood substance, compared to most hardwoods which contain very little water in relation to wood substance. Green balsa wood must therefore be carefully kiln dried to remove most of the water before it can be sold. Kiln drying is a tedious two week process that carefully removes the excess water until the moisture content is only 6%. Kiln drying also kills any bacteria, fungi, and insects that may have been in the raw balsa wood.

HOW LIGHT IS KILN DRIED BALSA WOOD?

Finished balsa wood, like you find in model airplane kits, varies widely in weight.

Balsa is occasionally found weighing as little as 4 lbs. per cu. ft. On the other hand, you can also find balsa which will weigh 24 lbs or more per cu. ft. However, the general run of commercial balsa for model airplanes will weigh between 6 and 18 pounds per cu. ft. Eight to twelve pound balsa is considered medium or average weight, and is the most plentiful. Six pound or less is considered "contest grade", which is very rare and sometimes even impossible to obtain.



Tips

Washout

Have you been coming in long, low, and slow, only to have one wing tip or the other stall? Does the airplane roll to one side faster than any other time? To prevent this, you need to check your washout. Lay your wing halfway on a flat table and hold it down near the center. Measure how high off the table the leading edge is and then measure the trailing edge. Compare this side of the wing with the other. If the leading edges and the trailing edges are both flat down on the table and both sides are the same, there is no problem. If you have one trailing edge up and the other down, you will have stalls. The wing that is down is the one that will stall first. If you want good landings, give both wing tips up to a 3/4-inch washout. That means warping the wing to have the trailing edge stand up at the tip. With washout at the tip, when you come to stall speed, the center will stall first and the tips will follow. If the tips are the same, your airplane will stall at the stall speed but won't be as likely to roll.

from Talon Tales
Schoolcraft SkyHawks
R/C Airplane Club
Schoolcraft MI

Nylon bolts

If you've ever had trouble getting nylon bolts started when attaching the wing or other major subassembly, try this. Bevel the threaded end of the bolt so it tends to be self-centering when you're trying to get it started. The easiest way to bevel the bolts is to stick them in one of those school kit handheld pencil sharpeners and twist.

Workshop hints

Over the years, people pick up several modeling tips that are useful, especially to the less experienced modelers. Here are a couple shortcuts.

1) An ordinary potato peeler is a great tool for carving or roughing into shape leading edges, rounded nose pieces, or any solid balsa. The peeler

will only cut so deep, making carving to shape a breeze.
2) When installing CyA hinges, mark and slot balsa as you normally would. Then take a T-pin and insert through the hinge at the center so the hinge can be pushed only halfway into the surface you are hinging. This keeps the hinge from being pushed too far into only one surface. Once the control surface is in place, then remove the T-pin. Take your thin CyA with a small applicator tube and place three or four drops onto each hinge while keeping the surface pushed tightly against the trailing edge. Flex the control surface slightly and the CyA will soak right in. While you have it flexed, add three or four more drops on each hinge. As long as the CyA is being wicked in, you're okay. Do not put on any more than this or you will have it all over the MonoKote and your fingers.



**"PERSONALLY, I DON'T BELIEVE ALL THOSE STORIES
YOU HEAR ABOUT FANATICISM IN THIS HOBBY"**

Other Scheduled Events

No events are scheduled at this time

A word from your President (cont).

while the port was putting out a table for there demonstration.

Together we quickly and proficiently set up our tent for them (which by the way, if we could just fit that tent into a little car and wear big red shoes and colorful clothes people would pay to watch us set it up). We prepared our gear and waited for the first bus.

The bus showed up a little after 9:00 and Jo and Henry were the first to greet them. They gave a small introduction on the history and future of the port and the types of careers that were based there. Then they turned it over to us. I first welcomed everyone and talked about the club and briefly how some of the skills acquired in RC flight could be used in an occupaton. I then turned it over to Dick Robb who related his 30 (oops!) I mean 50 years of model aviation experience to his job as an A&P Mechanic.

Then Brian Richmond talked to the kids and related his RC experiences and how it influenced him to become an airline pilot. The kids really enjoyed it. When he was done talking he prepared his plane for a demonstration while I went over the safety rules and explained what they were about to see. I explained that Brian would fly his plane much like he would his 737. I assure you there was no boredom when Brian did a snap role on takeoff



about 30ft off the deck. He had them mesmerized from that point on. It was one amazing performance.

Following Brian's flight demonstration we had the kids line up in 5 groups and moved them to pre-arranged flight stations where they were able to get some air time themselves.

Bob Andrew and John Tupper were on flight station1. They were both amazing with the kids. Chuck Kentfield and Daryl Casad were on flight station2 and they too were having a good time until the very last flight of the day when out of no-where the tail parted ways with the fuselage, and of course it had to be a borrowed plane (our deepest apologies to Paul Slover, we'll make it right). Bob Beatty and Joe Lewis were on flight station 3 and I'll tell you what, Bob did a real good job. Bob was flying the trainer plane and Joe was the spotter and kid handler. I have to give Bob a lot of credit because it was his first time putting people up and the way he handled it was like and old pro. You'd have thought he had been training people all along. Dick Robb and Brent Hymas were on flight station4 and they looked right at home. I think they could have done 100 more kids themselves. My daughter Amanda and I were on flight station5. Amanda kept the line straight and coached each kid on what to do. It was a lot of fun, the only thing is I didn't see one face the whole time we were flying.

The flying itself probably wouldn't be described as precision or formation, it actually looked more like 5 mad hornets, how ever Dick and Bob did take

the opportunity to show off there years of flying together, by flying precision passes and last minute pull ups just inches or maybe feet form each other. I'm sure it was all planned out, you know some people just gotta show off.

After the kids were done flying they had a chance to go over and look at the static display where Lonnie Stuck was fielding question , and then it was off to the snak table for cookies and punch that was provided by the port and given out by Bob and Georgina Mason. Meanwhile Sharon and Brian were handing out glider airplanes and schmoozing with the port people.

The second bus was the same program as the first and it all went off without a hitch. The kids had fun, the port was impressed and we might even end up with a new member or two.

This event turned out way better than I could ever of imagined and I would like to give a special thank you to the following people and when you see them around pat them on the back and say thanks because these people really made the club look good.

Bob Andrew
Bob Beatty
Daryl Casad
Amanda Diaz
Sharon Diaz
Brent Hymas
Chuck Kentfield
Joe Lewis
Bob Mason
Georgina Mason
Brian Richmond
Dick Robb
Lonnie Stuck
John Tupper
And don't forget Jody and Sharon Diaz (editor)