



SANDERSON FIELD R.C. NEWS



CHARTER NO. 3079

New meeting place PUD #3

CLUB MEETING

This months meeting will be held on Thursday October 14th at 7:00 p.m.

at PUD #3

At 3rd & Cota

OFFICER NOMINATIONS NEXT MONTH

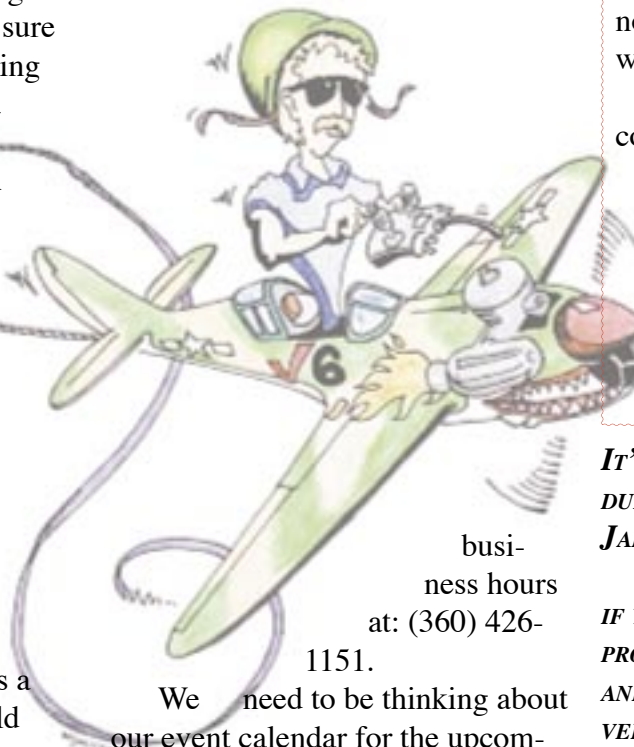
The school district has changed their policy on letting groups use their facilities for free and will charge from now on. It was suggested I check with PUD and sure enough we can use their meeting room for free. If anyone has a better place let me know. The room looks pretty nice. If you don't know where the PUD building is check out the web site on the directions page.

The Puyallup show is on again for those of you who haven't heard. If you have a computer you can get some info by going to "nwhobbyexpo.com". You can also call (562) 240-2134. This is a new group and not the Mt. Rainier club.

Last months fly-in was a wash out, the week after would have been much better.

Following up on the complaint we got, Dick Robb talked to Bob Robinson at the port and told him we did an investigation our-

selves and could find no instance of abuse of the 400' altitude limit and that we reminded everyone about it. The results were very positive. We were informed that nothing else is authorized to fly off the abandoned runway except us (that includes the grass) and to please report anyone we see doing it. You can contact Jo at the office during



business hours
at: (360) 426-1151.

We need to be thinking about our event calendar for the upcoming year. If you have any suggestions you can bring them to the meeting or you can contact me at bigbird@quintex.com or call (360) 426-5601.

I've witnessed a couple of incidents in the last month where someone turned on a radio with someone else already flying on that frequency. Both cases resulted in loss of control and the plane in the air being crashed. The situations were different and in one case there was a pin board involved, in the other there was not. The end result in both cases was the loss of the planes though.

It's very easy to become complacent after a period of time with no incidents. Luckily no one was hurt but it could easily have been different. Don't assume no one else has your frequency! Check **before** turning on your radio!

IT'S ABOUT TIME TO PAY YOUR 2005 DUES, REMEMBER IT'S \$30 BEFORE JANUARY 1ST AND \$40 AFTER.

IF YOU PAY BY MAIL SEND YOUR DUES, PROOF OF 2005 AMA MEMBERSHIP AND A SELF ADDRESSED STAMPED ENVELOPE TO THE TREASURER:

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

Setting up a new Fuel Tank

by Clay Ramskill

This article will deal with how to set up a new tank and the internal plumbing systems involved.

BEFORE you do much at all with the new tank, look inside, carefully. There may be little pieces of plastic in there, and you must get them out. Also, check around the "seam" inside for flashing - little pieces of plastic that are attached to the seam and stick out into the tank. They can usually be popped off with a screwdriver; if left in your tank, the clunk can hang up on them, leaving you with no fuel going to the engine at an embarrassing moment.

Cut and bend the brass tubing as necessary, noting that you want the tube for the clunk (or clank) pointed at the center rear of the tank; this requires a bend when setting up a slanted front type tank. Cut the clunk or clank lines so that there is about 1/4" clearance between the rear of the tank and the fuel pickup inlet. The tube for muffler pressure should go right up to the top of the tank - this can be just a long brass tube, or a shorter one with some

fuel tube stuck on it. The same applies if you use the third line, for fueling and defueling, only it needs to go to the bottom of the tank.

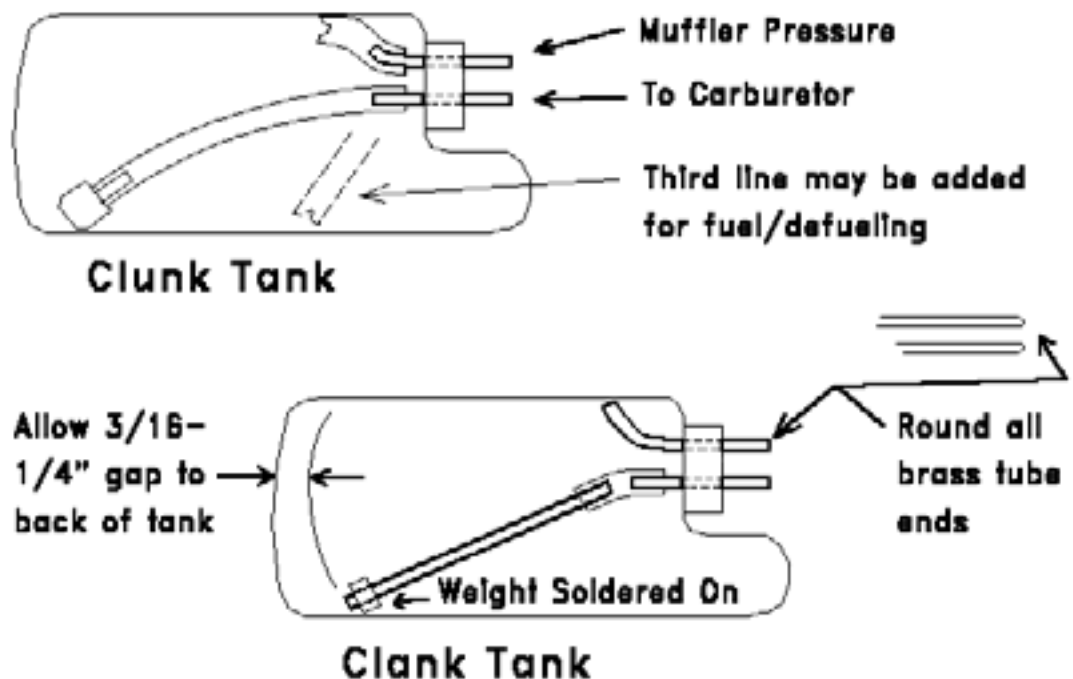
All the brass tube ends should be filed or sanded such that they are rounded and smooth; otherwise, over time and with some vibration, they will produce holes in the flexible tubing. Ensure all lines are free of crimps, sharp bends, and that the clunk freely falls to all sides of the tank.

The use of the clank (or clapper) set up is a bit more involved, but the clank arrangement prevents the clunk from going up to the front of the tank and jamming there in a sudden-stop situation.

When you're satisfied with the assembled tank, test it! Pump it full, and using the carburetor feed line, pump it empty, looking for any bubbles. Then pump it full again; cap off the other line, and pump some more to pressurize the tank. If there are any leaks, they will be very obvious under pressure! And if there are leaks, wipe the fuel off your face and the floor, and fix'em!

This covers the standard setups for Dubro and Sullivan tanks - note that there are more exotic systems, such as the "uniflow" concept and the internal bladder style tank that are designed to keep more constant fuel pressure to the engine. But that's another story.

Inside the Tank



POSSIBLE EVENTS

It's almost time to start planning events for the coming year. In the past we've done very little in the way of organized competition, how about a fun fly this year? Here are a few possibilities.

BALLOON BUST 2

Tie a thirty foot length of toilet paper to a helium party balloon and release it. Give a contestant two minutes to cut as many pieces as possible. Harder than it looks...

Graham Hicks

"OH, CRAP!"

This one has been done in many different ways but here's a little variation. We call it "Oh, Crap!" With the command "Go!" and on the clock, the contestant rolls a pair of dice once to get his "number." He/she then must fire up the model, taxi fifty feet, take off, do one loop and one roll, land, taxi back, shut down and then roll the dice again until his number comes up. The crap shooting "levels the field" a bit, so that the less proficient flyers have a chance against the hot doggers.

Graham Hicks

LIMBO

Use a thirty foot crepe paper ribbon strung between two bamboo fishing poles...you know the rest. Double points for doing it inverted. (no points for hitting the poles...bf)

Graham Hicks

BLACKJACK

Lay out (12) 20' squares on the runway in a 2 X 6 matrix lengthwise. Number the squares on the right side 0, 2, 4, 6, 8, & 10; the ones on the left 1, 3, 5, 7, 9, & 0. In a series of landings, the pilot attempts to come as close to 21 as possible, based on the wheelstrike point of each landing. Pilot may elect to stop with a score of LESS than 21, but going over 21 disqualifies him.

Vince Gutschalk

SUDDEN DEATH

Pilot takes off and circles in pattern until an unknown time period passes. Time starts at an audible signal, and pilot must land as soon as possible. Landing must be on runway. Low time wins.

Vince Gutschalk

TWO MINUTE TOUCH 'N' GO

Time starts at takeoff. Pilot performs as many touch and go maneuvers as possible in two minutes.

Vince Gutschalk

SHORTEST TAKEOFF

Pilot tries to takeoff in the shortest possible distance.

Vince Gutschalk

LOOPER

Most loops in one minute. Timed from takeoff.

Vince Gutschalk

BEADS ON A STRING

Most rolls in one straight pass.

Vince Gutschalk

BLIND FLIGHT

Time starts at takeoff; ends at engine stop. Pilot ESTIMATES elapse of one minute. Closest time to actual wins. Requires two timers.

Vince Gutschalk

CLIMB 'N' GLIDE

Pilot is given 30 seconds after takeoff to climb high as possible. At 30 seconds, the engine is stopped. Throttle is advanced to prove dead engine. Landing must be on runway. High time wins.

Vince Gutschalk



CLUB OFFICERS

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

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Board Member.....	Stacy Myers.....	(360)426-9367
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Board Member.....	Herb Coslett.....	(360)275-4158
Alt Board Member	Bob Beatty	(360)426-5601
Alt Board Member	Chuck Kentfield	(360)866-9473

HOVERING CONTINUED FROM LAST MONTH

By James Goss

Next, how do you get your plane to descend? Once you learn to hover you will want to learn how to get your plane to loose altitude while keeping it in a hover. Of course if you chop your throttle the plane will reduce its altitude, but keeping it in a hover is a hard trick to learn. You have got to manage the throttle by reducing and increasing it in small increments. If you give it the gun all at once your plane will probably start to torque roll and if you can't handle torque rolls you will loose the hover and the plane will fall to one side or to the front or rear. The way I do it is to gently reduce the power and let the plane fall a foot or two and then stabilize it again by giving it more throttle. You will normally need to give it more throttle than it requires to hold it in a hover until it stabilizes again and then back off. When it is back in its sweet spot chop the power again and repeat until it is as low as you want it. If everything is going well at this time you may want to pull back up and do it all over again or fly off in a knife edge. I have one plane that I can get to descend if the wind is not too strong and I am having a good day. Getting a plane to descend while in a hover is one of the hardest 3-D maneuvers I have tried. With practice it is becoming a little easier as time goes on.

I guess the overall most impressive 3-D maneuver that we

can do is the torque roll. Some planes will torque better than others and it depends mostly on the engine. For every action there is an equal and opposite reaction (who was it that said that?) If your plane is in a hover it will eventually start to torque roll, some faster than others, but it should start. If it rolls around fast with a uniform rate it is easier to keep it under control because you only have to correct it when it is in your favorite position. If it rolls around and stops with the reverse side of the fuselage facing you it will take some quick thinking to input the correct controls. Rudder is now backwards and what makes it even harder is that the elevator is also backwards as compared to its operation while the fuselage top is facing you. Once you learn to hover for a few seconds you will need to practice the hover with the fuselage turned to the opposite direction than that from which you learned. The first time you let the plane rotate around and you keep it in a good hover as it rotates, you will feel a real accomplishment. It is always a good feeling to know you are advancing in any hobby or sport.

It seems to be true that a larger plane will hover better than small plane if it has enough engine power. First of all you can see the plane better and it doesn't need to be right on the ground to make out what is going on. A large plane seems to fall out of its hover at a slower rate so you have more time to think and react with the correct inputs needed to keep the hover going. Again let me say that there

is no prettier picture than a large giant scale plane doing torque rolls a few feet above ground level. Of course everybody interprets beauty in his or her own way. What's enjoyable to me may not be so for others. But overall I think most all pilots will enjoy seeing a plane hover in the grass and then pull away still in one piece.

TIP

Have you ever had a muffler bolt break off in the head, a muffler pressure fitting get scraped off, how about a nose gear arm screw break off? What you need is a very small easy-out. Does someone make one? Possibly but I've been unable to find one. I did come up with a replacement for one though.

Torx bits, I bought a collection of them when I put a new hard drive in my laptop and haven't used them since. When a recent crash left me with a muffler pressure fitting broken off with the threads still in the hole, I went looking for some easy way of getting them out. I discovered that a torx bit in an electric drill set in reverse works great! The bits have lots of edges and are tapered so you just have to find the appropriate size bit.

I have also used this technique to remove a broken muffler bolt from the head and also to remove a broken screw in the nose gear arm wheel collar.

Next time you are at a tool sale and you come across a collection of Torx bits, Get Them!

Bob Beatty
SFRFC Secretary