



SANDERSON FIELD R.C. NEWS

SFRCF to honor WWII Vets



CHARTER NO. 3079

CLUB MEETING

This months meeting will be held on Thursday October 13th at 7:00 p.m.

PUD #3 Auditorium

At the last meeting:

Treasurers report was read, all accounts balanced.

Nelson Eddy gave a presentation on Pylon races and how they would work at Sanderson Field. At the end of the presentation a motion was made to have one race to see how it would work out.

If you would be willing to help with the race, come to this months meeting and we'll talk about what we can do to help.

There was apparently no response to the question "where do you want to have the Christmas party this year, if you have a preference, now is the time to make it known.

The locks on the port a

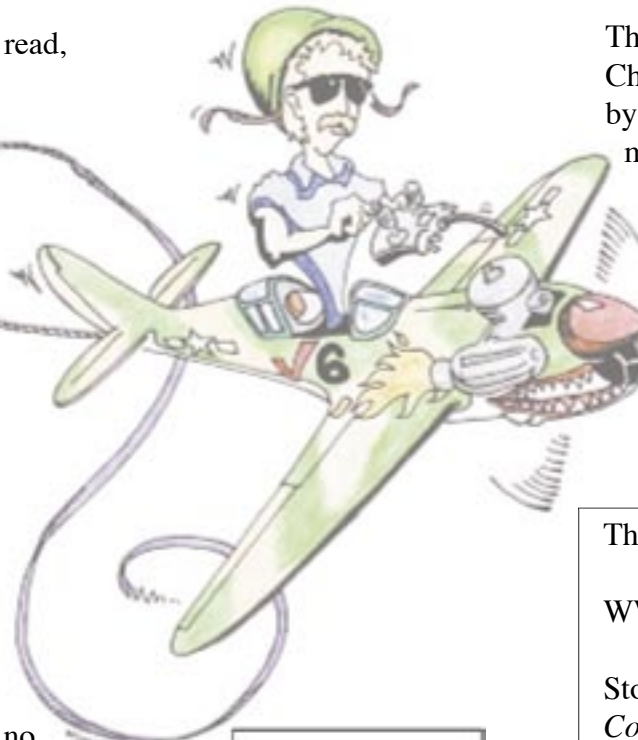
potty and shed were left open with the combination left on them. They were found first thing in the morning and nothing was obviously missing, but please, when you open the locks, take the combination off them and check to see they're closed when you leave.

WWII Vets honored

A motion was made by Stacy Myers to honor all WWII Veterans who are **current** members of SFRCF with free membership for the remaining years of their lives.

The motion was seconded by Charlie Nokes and vote accepted by members present at the club meeting on Sept. 8, 2005.

To receive this honor. Eligible WWII Veterans must present a copy of their DD Form 214 to the Board of Directors.



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STORING A GLOW ENGINE

Storing Your RC Engine
By James Goss

How do you store your glow engine when it is not being used on a project? If it's going to be idle for a few months I simply use after run oil and inject it in all ports of the engine while rotating the prop. This seems to prevent any rust build up inside the engine. If it is going to set for more than a couple of months I will also place it in a zip-lock bag which helps keep moisture from it. Remember that steel can't rust without oxygen and moisture. This is how oil helps prevent your engine from rusting; it isolates the surface of the steel from the surrounding oxygen and moisture. So the key to long-term storage of an engine is to keep it away from oxygen and moisture. Don't leave it setting out in a damp environment such as found here in the south.

The time it takes metal to rust depends on the amount of oxygen and moisture present, along with temperature. Think about a ship that has been at the bottom of the sea for hundreds of years. The rust action is very slow because of the lack of oxygen. So either one of the two components missing will prevent rust, but these two guys tend to travel in a pair. Here are some methods that I have used in the past:

One sure-fire way to prevent rust is to store your engine in a

big mouth glass container, large enough to hold the engine, and fill it completely with kerosene. While the engine is under the kerosene rotate its shaft to purge or pump out all of the trapped air. All the parts will remain lubricated and with a sealed cover on the container the engine will be protected for many years. This is a really good method to use, especially if it is an expensive engine and will be out of use for a long period of time.

Another method is as follows: Give your engine a kerosene bath and dry it off. Place tight fitting carb covers on the carburetor and also on the exhaust port from the muffler. This basically seals the engine other than the muffler pressure tap is still open. Connect a short piece of fuel tubing to the pressure fitting and plug it with a check valve. This is another use for the check valve that we talked about in the article "Fuel Tank

Pressure". Using a small hand operated vacuum pump, remove the atmosphere from inside the engine by squeezing the pump. Rotating the prop a few times will expose all the internal parts of the engine to the vacuum pump. The check valve will enable you to remove the vacuum pump without losing any of the vacuum. Place the engine in a zip lock bag as quickly as you can and use the vacuum pump on the bag also. The reason I say as quick as you can is because the engine will probably start to leak around the shaft and begin to lose some of the vacuum. The way the vacuum removes the moisture is as follows: When you operate the pump the atmospheric pressure inside the engine is reduced toward a vacuum. In a vacuum water will boil at about 50 degrees F. The water will steam, even at low room temperature, and be sucked out by the pump. Thus we have removed most of the moisture and oxygen to prevent rust. Another example of using a vacuum to remove moisture is found in air conditioning servicing.

CONTINUED ON PG. 4

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
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Safety Officer.....	John Tupper.....	(360)426-6383

BOARD MEMBERS

Board Member.....	Jody Diaz.....	(360)427-6102
Board Member.....	Dick Robb.....	(360)427-4521
Board Member.....	Stacy Myers.....	(360)426-9367
Board Member.....	Bob Beatty	(360)426-5601
Board Member.....	Herb Coslett.....	(360)275-4158
Alt Board Member	Gordon Osberg.....	(360)426-5172
Alt Board Member	Chuck Kentfield	(360)866-9473

NOTES FROM AN E-FLIER

Notes from an e-flier
from the Prop Masters
RC Aero Club,
Warrenville IL
by Mitch Gerdisch
Dave Masters, editor

Flying electric airplanes is just one more facet of this great hobby and more and more pilots are trying electric flight. Therefore, for those budding e-fliers, I thought I would share a few thoughts from my four years of experience in this part of the hobby.

1. Once that battery is plugged in, assume the propeller has only one goal in life and that is to hurt you. Even with throttle locks on transmitters and switches on speed controllers, once you plug that battery in, you want to make sure you keep away from the propeller. When a gas or glow-motor driven propeller hits something it will generally stall the motor, but not without doing some damage. An electric motor will not stall; it'll just draw more current in an attempt to keep going. So, an electric driven propeller can do much more damage. Thus, it must be given your utmost respect. The switches on speed

controllers are no guarantee either. I've had motors start spinning even with the speed controller switched off.

2. Use quality connectors. I see some folks using Tamiya connectors. Tamiyas are not really suitable for RC flight since it's not a matter

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of if they will fail, but rather a matter of when. For small models, Dean's makes micro connectors which are well liked. For larger models, Sermos (AKA Anderson Powerpoles) or Dean's Ultra connectors are liked as well. These are just a couple of choices, but the bottom line is to use a quality connector.

3. Finding a good motor, propeller, and battery combo is a bit science and a bit art. On a glow model, you generally combine a known engine and a known propeller (e.g.. .40 engine with a 10 x 5 propeller or something like that). In electrics, it can be a bit more complicated since you also have to account for the number of cells, plus there are a number of motor and gearbox combinations. The easiest thing to do is simply find a combination someone else is successfully using in a similarly sized model and copy that. One source for this sort of information is the electric power systems forum like www.rcgroups.com.

I hope this helps those thinking about trying out electric flight.

STORING YOUR ENGINE (CONTINUED)

If you don't have a vacuum pump place your engine in a zip lock bag as was stated above. Use a vacuum cleaner to suck out the atmosphere and reseal the zip lock bag. Place electrical tape on the top edge of the bag to ensure the bag does not leak. Even though there is some air left in the bag the chances of rust forming in the engine is greatly reduced.

Another method that I have used in the past also works. Flush the engine out as above with kerosene. Get a piece of felt cloth large enough to wrap the engine in and saturate the cloth with kerosene. Secure the felt around the engine with twine and place it in a zip lock

bag. It will last for years. I chose felt because this material has good capillary or wick action to retain the kerosene or what ever oil you use. I got this idea from working with electric motors, which use felt to lubricate their brass bushings.

I think cost of the engine will be the final determining factor as to how well you preserve your engine for future use. In some cases I have removed an engine from a plane and set it on a shelf for 10 years. Of course after 10 years it would be frozen up and would need to be taken apart and cleaned, but the engine itself would still run fine. Then other times an engine might show signs of rust after a

few months of setting on the shelf, go figure. Keeping in mind that a ball bearing engine has more steel in it to rust, you may want to use a little more care with them.

DUES ARE \$40. SAVE YOURSELF \$10 NEXT YEAR AND PAY BEFORE JAN 1ST

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**

BELOW ARE THE SCHEDULED EVENTS FOR 2005

Club Scheduled Events for 2005

- January.....Annual 1st fly of the year
- February
- March
- April 23rdSanderson Field RC flyers annual swap meet 9:00 to 12:00 SHS Sub
- May
- June 11thDisplay at Walmart
- June 12th.....Public Fly-In
- July 9th.....fly-in 9:00 a.m. to ????
- August 20th.....Scale fly-in 9:00 a.m. to ????
- September 10th.....Fly-In 9:00 a.m. to ????
- October 15th.....Pylon Race
- November.....
- December

It's time for 2005 dues, pay before December 31st for \$10 savings

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