



# SANDERSON FIELD R.C. NEWS



CHARTER NO. 3079

## New meeting place PUD #3

### CLUB MEETING

*This months meeting will be held  
on Thursday November 11th at  
7:00 p.m.*

*at PUD #3*

*At 3rd & Cota*

#### OFFICER NOMINATIONS THIS MONTH

This year's Christmas dinner will be at the Casino on December 8th. It's a Wed. night but there was a lot of interest in the prime rib buffet. The dinner will be buffet only.

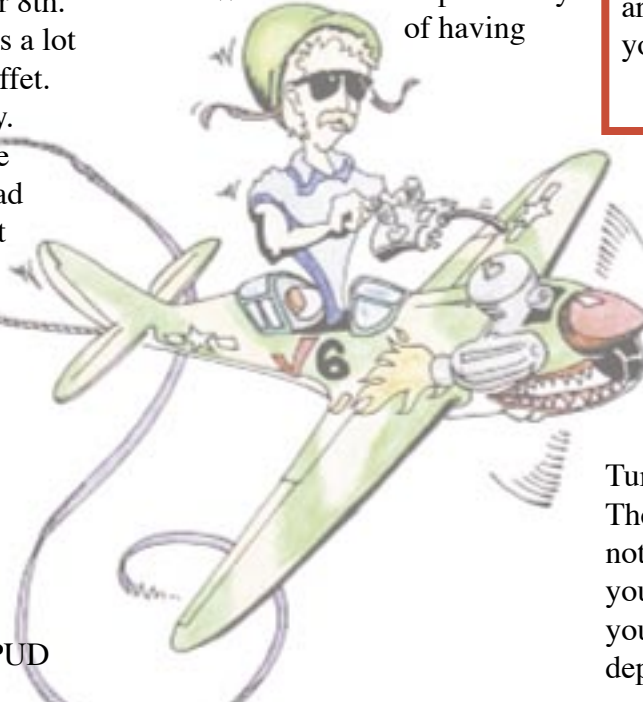
Our swap meet will be on April 23rd this year. We had decided on the 16th at the last meeting but of course that was the only Sat in April that was already booked. It will be at the High School Sub, just like last year, and will run from 9:00 to 12:00 with setup at 8:00am.

At the last meeting...  
Jody asked if the club would like to have a potluck at the PUD

auditorium which led to a motion by Sharon Diaz to have it at the Casino on Prime rib night, Which passed.

It was decided to let the Port know that we were interested in doing the kids show again this year.

We discussed the possibility of having



#### SPECIAL BOARD MEETING

This months Board meeting will be held at PUD #3 on Wed November 3rd at 7:00 pm and will be to discuss issues relating to turbine operation at Sanderson Field. If you are concerned, you are invited to attend and make your concerns known.

a float in the Forest Festival parade this year.

Gary House presented Stacy Myers with a certificate of appreciation for his donation of so much time in training new RC pilots.

Discussion of the recent Turbine crash and subsequent fire. The fire was put out and the Port notified. Please everyone, read your safety procedures document, you'll notice on page 3 a drawing depicting our flying boundaries. If you don't have a copy, it's on the info page on our web site.

<http://sfrcf.quintex.com>

Dick Robb offered to cut foam cores for people on his new foam cutter.



[www.eusticeandbear.com](http://www.eusticeandbear.com)

# Tantrum by Mountain Models

by Bob Beatty

I recently read a review of Mountain Models "Tantrum" in Fly RC magazine which inspired me to purchase the kit. The Tantrum is a 3-D electric model with a 37" wing span. I've been shopping around for an electric plane to fly at home on those occasions when I just have a few minutes to spare and the weather is just right.

In the process of researching the plane I went to their web site and found an e-mail link to Doug Binder. Since this is my first electric plane I had many questions so I thought what the heck and e-mailed him. Doug was (and still is) very helpful with suggestions about motors and gearboxes and just about everything else involved with getting what I needed. Very prompt with his replies too. Doug's prices are very competitive and I got everything I needed from minus the LiPo battery.

When the box arrived, two days after I ordered it, in the US mail I was somewhat concerned as the box had been slightly crushed. No problem though, everything was in fine shape. No fancy packaging, just a plastic bag with plans, 2 1/4" leading edge sticks, a couple of pieces of

music wire for the landing gear and aileron linkage, a couple of tires, a package of string for the pull pull elevator and rudder and a bunch of laser cut sheets of ply and balsa.

Putting the laser cut pieces together is like putting a jigsaw puzzle together, not in trying to find the pieces but the way they fit together. Put the rudder pieces together and before you glue it, they stay together. You can pick it up and (like is says in the instructions) fly it around the room. This is only my third kit but by far the easiest. You ALMOST don't need the plans it goes together so easy.

The wings and Fuselage are just as straight forward as the tail feathers and go together easily.

The instructions are simple to follow for the most part. I did find a

couple of confusing things, one side of the elevator doesn't match the plans (the plans are wrong) and at one point they tell you to cut out a vent in the bottom which they just told you not to cover yet. Those things caused me to go back and check closely to be sure I hadn't missed something but they're minor.

The wings are bolted together with 4-40 allen head hardware and are removable (with a bit of work)

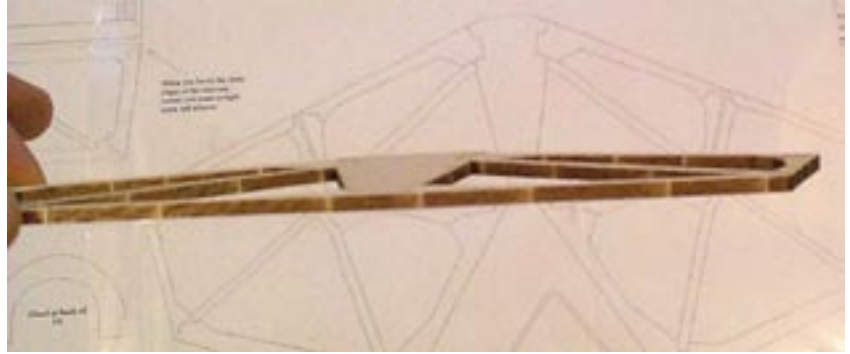
The control surface hinges are packing tape (not supplied) which is a first for me. I suppose you could use CA hinges but the sticks are awfully small to be cutting hinge slots in. When using tape you have to bevel one side at 45 degrees instead of beveling both sides to a point.



# TANTRUM (CONT)

I chose a motor, gearbox and battery on Doug's advice. I used a Feigao 380 brushless motor with a GWS D gearbox and an Apogee 1570 3s battery. I should have the power to climb vertical.

Installation of the motor was easy with the incorporated mounting shaft for GWS eps 300 c-d gearboxes. It would be easy to get the motor mount in slightly offset if you are not careful.



THE PIECES FIT SO WELL THEY STAY TOGETHER WITH OUT GLUE

## THE LASER CUT PIECES FIT TOGETHER LIKE A JIGSAW PUZZLE

I used a Castle Phoenix 25 ESC and an 11x4.7 prop.

The radio installation is fairly straightforward and there is quite a bit of room for the ESC and receiver but it's a bit of a challenge for big fingers like mine. Also

with all the lightning holes in the fuselage the surface area available to mount the receiver and ESC is sparse.

The landing gear and tail skid are mounted in slots in the fuselage with thin CA.

The canopy is hinged with packing tape and has a magnet (included) and thumb tack latch.

My battery is here yet so I haven't been able to fly it but all the reviews say it's a great flyer. We'll see.



## 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

## 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.....	Darryl Casad.....	(360)275-8690
Board Member.....	Herb Coslett.....	(360)275-4158
Alt Board Member .....	Bob Beatty .....	(360)426-5601
Alt Board Member .....	Chuck Kentfield .....	(360)866-9473

# FIXING FLUTTER

## WHY YOUR PLANE FLIES LIKE IT DOES - III

### Curing Flutter

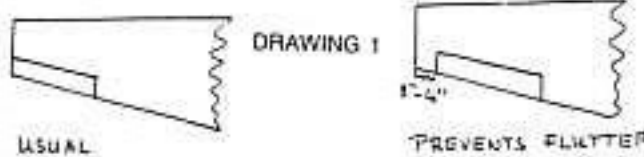
By Ed Moorman

Last time we got into flutter. This time, let's look at a couple of things which can prevent it. Just about everyone knows that "springy" controls may let the control surface flutter. I always use a servo in each wing with a straight shot for the pushrod to the aileron. I have seen too many guys have flutter with sloppily set up belcranks. Hey, don't get me wrong, belcranks will work. There are just more places for slop which promotes flutter. I also like cables for rudder.

My rudders always have the maximum throw, so a little slop at the servo or any play in the servo gears is multiplied at the rudder. With cables, you can tighten everything up. I have never had a cable operated rudder flutter. I take that back, I did, too. I remember one time that I rushed a test and forgot to tighten up the cables. The rudder had about an inch of play and it had minor flutter, not the violent buzz, but a slow wiggle back and forth. I noticed it on a low fly by, landed and found the loose cables. I tightened up the cables like I should have done before the test and the flutter went away. I have used both single and dual pushrods and also cables on my elevators and haven't noticed any flutter with either setup.

The place I get flutter, when I get

it, is on the ailerons, so I always take precautions with them. Flutter occurs at high speed, so if you have a slow plane, you probably won't get flutter. Watch it, however, you may pick up enough speed in a diving turn. Remember last time I mentioned the Fly Baby which got bad elevator flutter in a diving turn. In addition to giants, I fly some 40 sized fun fly aerobatic planes. These little guys use max control throws and can get going pretty fast in a full power, vertical dive, so the conditions for flutter are present all the time. I can say that I have gotten flutter and cured it (boy, that sounds like a disease) and here are my prevention and cures.



From my observations and experiments (crashes), I have found that flutter on ailerons occurs at the end of the aileron out at the wing

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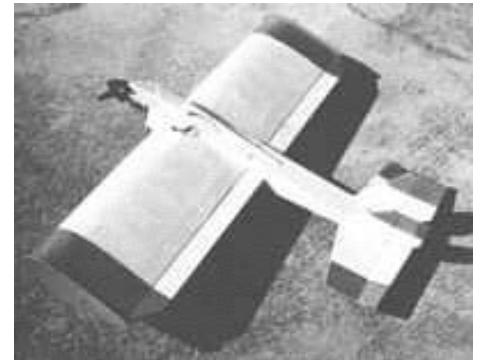
***IT'S ABOUT TIME TO PAY YOUR 2005 DUES, REMEMBER IT'S \$30 BEFORE JANUARY 1ST AND \$40 AFTER.***

***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***

tip. I also found that if I move them in about 3 to 4 inches from the tip, any flutter tendency goes away. Take a look at the drawing and you'll see what I mean by moving them in.

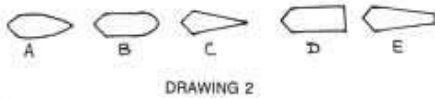
If you are building a non-scale plane like a giant stick with strip ailerons, cut off the last 3-4 inches and glue it to the trailing edge of the wing. This "fixed" portion of the aileron won't flutter. I used to



do this to 60 powered Ugly Sticks.

If your wing and ailerons are already built and you are getting flutter, try cutting off the last 3-4 inches of aileron on a diagonal as shown in the photo. Sorry that I don't have a giant with this mod, but the diagonal cut offs are illustrated on this original, 40-50 sized, twin-tailed design of mine called the Scrambler. I am drawing up a giant Scrambler with plug in wings. I think 80 inches and a G-62 ought to be just right.

Another thing you can do on all control surfaces is to keep all the edges sharp and all lines straight. Look at the drawings of control surface cross sections and notice which are good for preventing flutter.



A and B are the ones I used for years until I started having flutter with pattern planes. After a little research, I started doing a better carving and sanding job like drawing C. On all of my giants which have tail surfaces built from 3/8 square, I use elevator and rudder cross sections like D. You got it, flat with square corners and sharp edges. Saves time, easy to cover, and looks like drawing E. That's right, don't bother tapering the balsa sheeting. Glue it together and sand it square. Remember, flutter loves nice rounded edges and curving surfaces, but it hates straight lines and sharp edges.



BELOW ARE THE SCHEDULED EVENTS FOR 2005

## Club Scheduled Events for 2005

- January.....Annual 1st fly of the year
- February .....
- March .....
- April 23rd .....Sanderson Field RC flyers annual swap meet 9:00 to 12:00 SHS Sub
- May .....
- June 11th .....Display 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
- October .....
- November.....
- December .....

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

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