



SANDERSON FIELD R.C. NEWS

Elections are coming



CHARTER NO. 3079

CLUB MEETING

This months meeting will be held on Thursday November 10th at 7:00 p.m.

at PUD #3

At 3rd & Cota

Last month's meeting had 18 members in attendance with 2 new members joining. Welcome Burt Daggett and Greg Maddox.

The Treasurer's report and minutes were read. Jody Diaz discussed the last board meeting.

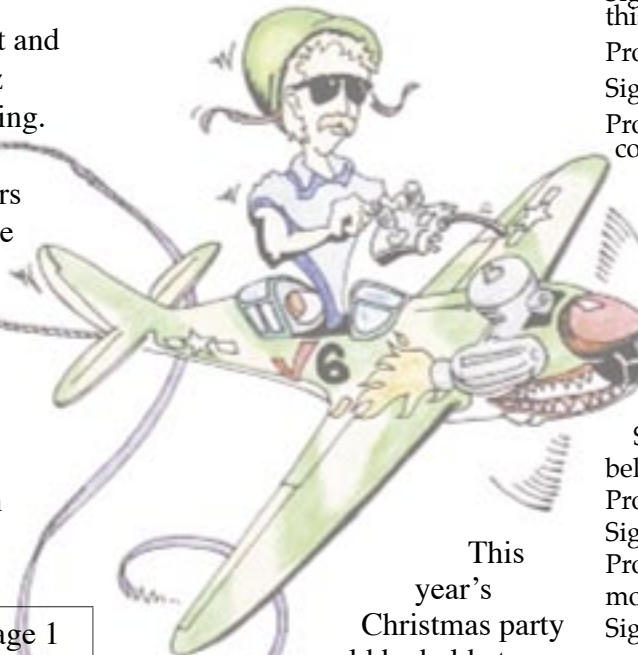
John Tupper made a motion to have NEW members joining in the last quarter have the \$40 fee apply to the next year also. This means a new member joining in the last quarter only needs to show proof of AMA membership for the following year to get his (or her) club card. Motion seconded and passed.

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Nelson Eddy had some questions about the Pylon race held 2 days after the meeting. The race went pretty well even if the weather wasn't all that good.

This month is time for nominations again, how about coming to the meeting and participating in the process!



This year's Christmas party could be held at Lee's buffet in Olympia on the 8th of December at 7:00 pm. They have a private room and won't charge for it. It's a buffet but they have a limited menu too. The problem with this option is that we won't be able to have a meeting there. Location will have to be decided at the upcoming meeting.

Here are some actual complaints submitted by US Air Force pilots and the replies from maintenance crews.

Problem: "Left inside main tire almost needs replacement."

Signed off: "Almost replaced left inside main tire."

Problem: "Test flight OK, except autoland very rough."

Signed off: "Autoland not installed on this aircraft."

Problem: "The autopilot doesn't."

Signed off: "It does now."

Problem: "Something loose in cockpit."

Signed off: "Something tightened in cockpit."

Problem: "Evidence of hydraulic leak on right main landing gear."

Signed off: "Evidence removed."

Problem: "DME volume unbelievably loud."

Signed off: "Volume set to more believable level."

Problem: "Dead bugs on windshield."

Signed off: "Live bugs on order."

Problem: "Autopilot in altitude hold mode produces a 200 fpm descent."

Signed off: "Cannot reproduce problem on ground."

Problem: "IFF inoperative."

Signed off: "IFF inoperative in OFF mode."

Problem: "Friction locks cause throttle levers to stick."

Signed off: "That's what they're there for."

Problem: "Number three engine missing."

Signed off: "Engine found on right wing after brief search."

WHEN YOUR AIRPLANE TRIES TO TELL YOU...

Once upon a time your author had a new pattern plane. On the first few days of flying it, everything was fine. But one day, on the first flight, it required several clicks of down trim (odd . . .) after take off, and after each turn or maneuver, the pitch trim would be off again (VERY odd . . .). Only when it took full down stick to fly inverted (JEEPERS!) was your author smart enough to realize something was wrong. After landing, the problem was obvious: I had not bolted the wing to the fuselage! But the plane DID “try to tell me.” I just wasn’t listening. Only new, tight-fitting wing dowels had saved the plane from destruction—it certainly wasn’t the pilot! Recapping later, I thought of a number of things that would have caused similar symptoms; servo or servo tray loose, bad servo centering, broken elevator hinges, loose control horn, et cetera. The point is, ALL of those things are BAD! And with the plane not behaving properly, WHY did I keep flying?? Just suppose you’re getting an occasional glitch from your radio, something that doesn’t normally happen. This could be an antenna problem. It could be metal-to-metal vibration causing home-grown interference, or a loose crystal. Will any of these get better while you keep flying? And speaking of vibration, what if you start hearing it in

the air? It’s your plane talking to you—loose muffler, engine mount, worn wing dowel holes, loose cowl mounting. Again, such problems don’t get better, only worse. One more example—this has happened to all but the most careful pilots. Your engine goes lean and sags at the top of a loop. It’s TELLING you that the mixture is too lean. But, you don’t listen and keep flying. A minute later, while doing another loop, you’re suddenly dead stick! The sky gods know—we have enough problems that pop up suddenly, and we don’t have any opportunity to prevent them. Other times the plane “tells you” that there is, or will be, a problem. Unless you really enjoy repairing or rebuilding—LISTEN! Cutting a hop short to check out a possible problem is much quicker (and vastly cheaper) than building another plane!

from *Sam Says*

Dennis Woodcock, editor

Salinas CA

Airspeed, altitude, and brains

Here is a quick and helpful hint I hope no one ever needs. I misjudged my aircraft’s fuel supply one afternoon. The dead-stick landing was short of any runway. That old saying that it takes two

out of the three—airspeed, altitude, and brains—to make a good landing was painfully (thorns and 9-foot high sticker bushes) reaffirmed in my mind that day. My new airplane fell considerably short of the runway, almost in the trees. After donning jungle combat gear, which had been stored in the trunk of my car, probably as a result of some negative thinking about interactions between the surrounding trees and my recently acquired flying abilities, I headed out empty handed. Another member arrived at that time and volunteered to help. As we headed out he asked why I wasn’t carrying my transmitter. I asked, “Isn’t it a bit late to use that piece of gear?” In a fatherly fashion, he told me if I hadn’t knocked the battery out of the airplane, I probably could move the servos and aircraft surfaces to generate enough noise to allow us to home in on my airplane. “Why didn’t you think of that?” “I said to myself. Well, you can guess the rest of the tale. Everything worked out perfectly. In fact, based on the location of the airplane, really buried in the densest bushes and heaviest underbrush, we would still be looking for it in the year 2004 if not for the racket it was making as I did my stick shaking.

from the newsletter of the Woodland Aero Modelers
Ken Long, editor Bolingbrook IL
By TOM GRANT JR.

TIPS AND TECHNIQUES

The Model Doctor Fiberglass Hint

How do you get the creases or lumps out of the fiberglass cloth we use to reinforce the center section of the wing? This method will probably eliminate them. Prior to applying the fiberglass cloth to the center section of the wing, take the time to iron it flat with your clothes iron. This will make it soooooo much easier to achieve a FLAT surface. Next, place the glass cloth on the center of the wing and tack it down to the surface with one drop of CyA (each corner, top and bottom). This may require that you have to pull the cloth taught, but don't overdo it! Now you should have the cloth resting smoothly on the top of the wing. Now apply the resins (or CyA) over the cloth. You may find that after 3/4 of the cloth is attached that you now have puckers along one edge or the other, but this is easy to fix. Lift the material where you tacked it to the wing (remember I said to tack it down, not permanently attach it), pull taught, and tack it down again. there you have it!

Polish That Gear

Have you ever found that the aluminum landing gear that came with your new pride and joy looked so ragged that you either wanted to paint or replace it? Here's a way that will not only make it look better than new, but will take less than 30 minutes! First you'll need the following materials: 400 to 600 grit Wet-or-Dry Sand Paper, Emery Cloth, Twinkle Silver Polish, Aluminum "Mag Wheel" Polish. If your

landing gear looks really crappy and has a lot of scratches, the first thing you'll need to do is to wet sand the aluminum (sounds a little strange but this goes pretty quickly). Keep your sanding strokes long and lengthwise along the gear. After most of the scratches are gone, the next step is to go over the landing gear with the Emery Cloth (don't wet sand with Emery Cloth, use it dry). Just as you did earlier, keep your sanding strokes long and lengthwise along the gear. Now wipe down the gear to remove all the dust and crud. After that, apply the Twinkle silver polish and buff. Don't try to get the gear to shine at this point, that will come after the next step. Now go over the gear with the Emery cloth lightly. This will bring the aluminum to its optimum sheen. This is the real trick, and I must admit it was discovered by pure dumb luck. As a final step, go over the gear with the mag Wheel Polish to protect the luster of the aluminum.

You'll be quite amazed at the looks of your "new" gear. The only drawback to this process is that your fingers will get a little dirty (okay, really filthy) with the aluminum dust, but the finish looks stupendous!

both from Jeff's R/C Aviation Web Page via The Flightline Tom Minger, Editor 1715 Ponca Court Fremont, CA 94539

Fuel Container Uses

Drill and slit a piece cut from an empty fuel container. Force it over your aileron connectors, etc., before plugging them together. You can feel confident that the connection will not slip apart in flight. The plastic from empty fuel containers also makes excellent clamps for tying down wire harnesses, antenna strain reliefs, push rod retainers and many other uses.

from Valley City R/C Club Newsletter Carol Kochn, Editor 5853 Doxmere Drive Parma Heights, OH 44130-1746

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.....	Bob Beatty	(360)426-5601
Board Member.....	Gordon Osberg.....	(360)426-5172
Alt Board Member	Chuck Kentfield	(360)866-9473

TIPS AND TECHNIQUES CONTINUED

Dead Batteries?

by James Prillaman

Do you have a Hobbico tach with dead batteries? Seems like every time you lend it out you get it back in the 'on' position and it is dead when you need it. I had one like that laying around for years because I couldn't see paying \$4.20 each for four little batteries. But we have discovered a way to replace all 4 batteries for a total of only \$3.50! Go to Radio Shack and pick up a DURACELL PX28A alkaline battery. Peel the thin metal case off and you'll find 4 of the little cells that will fit right into your tach. You'll save enough to buy a gallon of fuel.

from The Millington Barnstormer via e mail, courtesy of Lomax Springfield

Shock-mounting Screws

by Fred Harvey

Engine cowlings are often a problem. The plastic cowlings that are supplied with most kits are made from thin material that is prone to cracking due to the severe vibrations that come from a high speed, single-cylinder glow engine. Fiberglassing the inside of these cowlings makes them more durable but not perfect. Traditionally, cowlings are mounted by gluing small wooden blocks to the firewall, then small wood screws are run through holes in the cowling and into the wood blocks. This rigid mounting means that all those engine vibrations get transferred directly to the plastic. Vibration either causes the mounting screws to come loose, or causes stress cracks in the cowling around the screw holes, or both. You can fix his problem by shock-

mounting the cowl. Drill a hole into the mounting blocks just large enough to shove a scrap piece of fuel tubing into it as shown in the sketch. Leave about 1/32" of the tubing protruding above the top of the hole to come in contact with the inside of the cowl. Small wood screws can be used to fasten the cowl. Not only does the fuel tubing help to isolate the cowling from vibrations but it will also keep the screws from vibrating loose!

- Voltage is a critical factor in determining propeller speed in an electric model. I tried to fly my A-10 using a two-cell Li-Poly pack (7.4 volts 1200 mA). It promptly floundered into the ground. I switched to a six-cell Ni-Cd pack (8.4 volts 600mA) and found that I had a good performing aircraft. The same was true for my Tiger 400. Just switching from a two-cell (7.4 volts) to a three-cell (11.1 volt) Li-Poly made all the difference in the world. Simply put, it is battery voltage that determines the propeller speed and therefore

IF YOU PAY YOUR DUES BEFORE DEC. 31ST, DUES ARE ONLY \$30, AFTER DEC 31ST DUES ARE \$40.

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**

causes aircraft speed. It is battery capacity (mA) that determines the flight time.

BELOW ARE THE SCHEDULED EVENTS FOR 2005

NOVEMBER

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 ????
OctoberPylon race
November.....
DecemberChristmas party

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

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