



# SANDERSON FIELD R.C. NEWS

Christmas Party Dec. 11th



## CLUB MEETING

This months meeting will be held on Thursday December 11th from 6:00 p.m. to 9:00 p.m.

at PUD #3

At 3rd & Cota

Minutes were read.

Treasurers report was read.

I was asked to submit our intent to renew our lease and have gotten the response we wanted except for a 5.8% increase. This amounts to \$16.37 per month or \$196.44 per year. The lease has been signed.

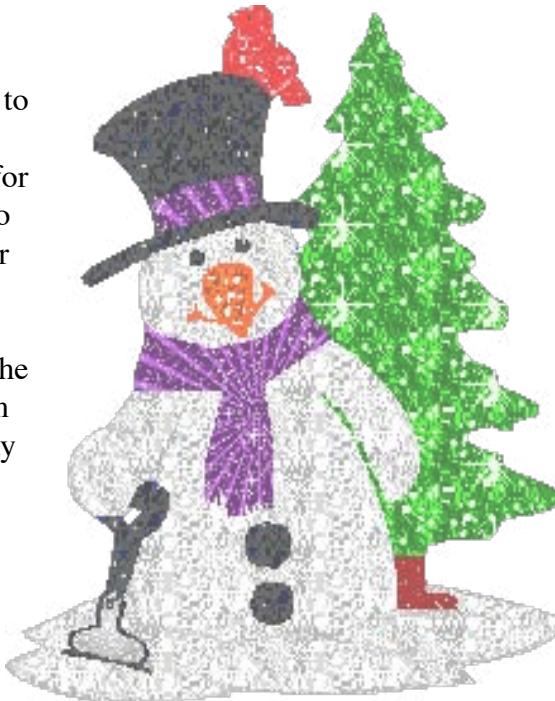
What are we going to do about the locks this year... After discussion a vote was taken and we will stay with the keyed lock.

The Christmas party will be the same as last year, Bob the secretary will keep a list of who's bringing what so we don't have a bunch of duplicates. The Club will buy a couple of ham's and a Turkey. Sharon Diaz will cook the turkey and Dick Robb will take care of the hams.

Jody Diaz opened the floor for nominations with the statement

"This year, I'm going to step down". He nominated Eric Oberg for the job and Eric accepted. No other nominations were made and the remaining officers agreed to continue.

Dick Robb said that he would



take things to Monroe for people on a first come first serve, room available basis. They expect fewer vendors and more swap meet people this year.

The flying area at Monroe is going to be increased this year and they hope to host some clubs fun fly

events.

Props would like two locked in races this year, July 24th, 25th and 26th and also August 28th, 29th and 30th. Bob Beatty motioned to lock both in. Motion seconded and carried.

Dick Robb reminded everyone that we need to get our events on the Ports calendar early again this year and that we should also have at least one event at Hunters.

It was also mentioned that we should get a schedule set up for Hunter's field maintenance so more people would help.

Meeting  
Adjourned 7:45



A reminder to everyone that the lock will be changed on January 1st, most likely when we go up for our first fly of the year. So if you haven't renewed by then you won't be able to get in. Be sure to have your old key when you renew so you can get the new one. If you renew by mail, send your old key with your proof of AMA membership and your check.

# Christmas Party

Everyone had such a good time last year at the Christmas party we've decided to do it again this year.

We will have the gift exchange again also. We have set the gift limit at \$10 again. flyers bring hobby related gifts and spouses bring spouse related gifts. If you haven't been to one of these it's a lot of fun, we read a story with a bunch of lefts and "wrights" in it and pass the gifts accordingly. There are two circles, one for flyers and one for spouses/non-flyers. It's all for fun and the gifts don't have to be anything fancy, If you have something in the shop hanging on the wall that might be of use... perfect!

I will be maintaining a food list so we don't have too many duplicates.

If you are going to come on December 11th and would like to bring your favorite dish, please let me know.

---

**DUES ARE \$100.**

**IF YOU PAY BY MAIL SEND YOUR DUES,  
YOUR OLD KEY, PROOF OF 2009 AMA  
MEMBERSHIP AND A SELF  
ADDRESSED STAMPED ENVELOPE  
TO THE TREASURER:**

**CHUCK KENTFIELD  
3122 Madrona Beach Rd.  
Olympia WA 98502**

---

**Make checks payable to SFRCF**

What we have so far is Ham, Turkey, Lasagna/garlic bread and Napkins and silverware.

Hope you can make it, The door will be open at 6:00 p.m.. If you can come that early to help set up, we can sure use the help.

Merry Christmas everyone!

Some of the things brought last year

Hot Potato dish  
Sweet potato souffle  
2 deserts  
Meat balls and sauce  
Wild rice and chicken soup  
Green salad and rolls  
Broccoli salad and bread  
Desert  
Spiced Pecan Nuts  
melon plater and green bean dish  
Sauerkraut with Meat



## 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
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.....	Dave Fisher .....	(360)490-2338
Alt Board Member .....	Bob Mason .....	(360)426-9256
Alt Board Member .....	Chuck Kentfield .....	(360)866-9473

# Storing your glow 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 us 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 peace 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 loosing 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 loose 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.

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.

# WINTER AIRPLANE STORAGE

From the St. Paul Model Radio Controllers

Since the snow will be falling very soon, many AMA members may not be flying for quite some time. For those who don't intend to fly on skis, the following suggestions may help to preserve your model over the winter months and allow you to get back in operation quickly when the snow disappears next season.

## Airplane

Be sure to give the entire airplane a thorough cleaning to remove all traces of exhaust residue. Check the covering to be sure that fuel is not creeping under the seams around the firewall and areas around the exhaust outlet, soaking the balsa. If so, make the repairs during the off season while you have some extra time. Check the fuselage and flying surfaces closely for cracks or other damage. Check the servo arms, control horns, clevises, pushrods, and/or control cables for excessive wear or damage. The airplane can be stored indoors or outdoors in the garage; the constant cold temperatures can be tough on batteries, but otherwise don't seem to cause any problems. The only problem that could occur would be if you stored it in, for example, a workshop that is heated occasionally and then allowed to cool down after use. This could result in damage to the engine because of condensation and probably to the balsa or covering material from temperature changes. If you store the airplane on a wall, it should not be supported on the nose because this could damage the engine bearings. Support it by the tail structure or similar means. If the wing is removed, do not stand it on end. Support it similar to the way it is normally mounted on the fuselage. Do not leave the weight of the airplane resting on the tires if

you don't store it vertically.

## Engine

The major concern regarding engine storage is to remove all the glow fuel from the inside of the crankcase and cylinder to prevent rust formation on the bearings, crankshaft, etc. The best advice is to remove the engine from the airplane, remove the glow plug and backplate, and flush the inside out with a solvent such as kerosene. While the backplate is off, check it over for signs of rust, bearing failure, etc. After cleaning, generously oil the bearings and the cylinder with lubricant such as one of the after-run oils or Marvel Mystery Oil. After it is well oiled, reinstall the backplate and plug and place it in a sealed plastic bag along with the mounting hardware until next season. If you decide not to remove the engine, at least remove the glow plug, pour some oil into the carburetor, and spin the engine over clockwise to distribute the oil through the bearings. Add some oil through the glow plug hole, turn the engine over slowly a few more times and reinstall the glow plug. Remove the propeller if it is made of wood. Put a plastic bag over the engine to keep dust and dirt out.

## Batteries

Ideally you should cycle the transmitter and receiver batteries and record their capacity for reference next season. It is best to leave them on a trickle charger to maintain a charge during the off season. If this is not practical, try to charge them at least every one to two months. When ready to fly again next spring, cycle the batteries first to be sure they have adequate capacity.

## Transmitter/Receiver/ Servos

Don't forget to check over the servo wiring and connectors. If there is any sign of corrosion on the connectors, then get them replaced. Also check the output shaft for looseness. Check the receiver antenna for damage. If there are any doubts, get it fixed or replaced. Extend the transmitter antenna and clean it with alcohol. Collapse the antenna and repeat the cleaning several times. (There are contact fingers inside each antenna section that may become coated with oil, preventing the proper contact between sections, greatly reducing the transmitting range.)

## Fuel

If you have fuel left, be sure it is capped tightly and store it in a cool place out of sunlight. Some recommend against storing fuel in very cold temperatures, but I have not had any problems doing this in the past.

## Starter Battery

If you have an electric starter hookup, remove the 12-volt lead acid battery, clean the terminals and check the electrolyte level. Add water if necessary. This battery must be charged if stored outdoors during the winter. A monthly charging will keep the battery from freezing and also extend its life.

## Miscellaneous

If you have a handful of used rubber bands as I do, throw them out and plan to buy a new box next season. This would be a good time to check your supply of spare glow plugs, propellers, etc., and make up a parts list to replace those used during the summer. If, during your inspection, you run into problems or there is something you are not sure about, call another club member for some advice or suggestions. Make the repairs during the winter and save the warm weather for flying!

Check out this new RC Eagle, it comes complete with pilot!

Sorry, I couldn't resist. This is one of those internet pictures. Who knows if it's real or not.



This month so far the calendar is clear...Be sure to check the Events page on the Web Site.

<http://sfrcf.quintex.com/Events.html>

## Club Scheduled Events for 2008

- January 1st.....First fly of the year (success in the rain)  
January 6th .....Pylon Race - Come out and help officiate  
February 17th.....Pylon Race - Come out and help officiate  
March 9th .....Pylon Race - Come out and help officiate  
April 19th .....Sanderson Field RC flyers annual swap meet 9:00 to 12:00 SHS Sub  
**May 3rd & 4th.....Season opener Pylon race - Locked**  
May 10th.....Fly-In - 9:00 a.m. to ?????  
May 31st .....Forest festival Parade float  
June 1st.....Public Fly-In 9:00 a.m. to ?????  
June 7th.....Open House Fly-in/ work party - Hunter Farms  
June 8th.....Public Fly-In 9:00 a.m. to ????  
July 19th.....Scale fly-in/ Public/ potluck BBQ - 9:00 a.m. to ?????  
August 16th.....Fly-in/ potluck BBQ  
Sept. 6th & 7th .....Pylon Race - Locked  
September 13th .....Fly-In 9:00 a.m. to ????  
October 11th.....Fly-In 9:00 a.m. to ????  
**December 11th . Christmas Party 6:00 p.m. to 9:00 p.m. (potluck)**

It's time for 2009 dues, dues are \$100.00

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