



SANDERSON FIELD R.C. NEWS



CHARTER NO. 3079

Christmas party at PUD

CLUB MEETING

This month the Christmas party will be held on Thursday Dec 13th.

*at PUD #3
2621 E Johns Prairie-
eRoad, Shelton, WA*

Merry Christmas everyone!

Meeting called to order at 1900 hrs.

No minutes read as the sec. was out of town.

Treasurers report read, approved as read.

Tom Strom started the meeting off by talking about certification program and training. 8 or 9 people certified so far.

Tom also talked about and reminded everyone about Christmas party. Don't forget to send Bob e-mail on what you will be bringing.

Gordy Osberg mentioned we should update Hunter Field rules with the proper orientation of the field. Tom said we would get the direction of the field orientation changed.

Gordy Osberg also men-

tioned we should move the parking area closer to the edge of the pits, so they don't have to walk so far to their vehicles. Tom said he did not care what they did at this point. In the Spring, when we would make changes to the field, we will have a club discussion, and make any changes the club thinks are better.

Tom made mention that the Monroe Swap meet was cancelled at this time. They could not secure the same building due to another commitment by the property owner. (The swap meet is back on, different building in same complex. Check their website for updates)

Dick Robb with a show and tell electric.

Meeting adjourned at 1945.

Why Did I get Into This Hobby?

Jim Wallen, Club Corner author, sjwallen@tde.com

Think about all the reasons today's modelers got into this hobby in the first place. The answers are numerous, varied, and wide ranging. Perhaps decades

ago you were at your father's or grandfather's workbench watching the magic taking place before your very eyes. Perhaps you were just driving by a flying site and stopped in to see what that buzzing up in the air was all about. Maybe you saw an advertisement for some AMA club meeting and decided to stop by and check it out.

You could have been fascinated with the remote control aspect and the feeling it gives you in dominating a small machine up in the sky. You might have been bored with your other recreational activities and just wanted to "change things up" a little bit. Many of us got our "juices jangling" when we stopped in to our local hobby shop and looked at some fascinating toys that were not really toys. The list of reasons is really endless.

What do all of these varied ways of getting introduced to our hobby have in common? They all center on having genuine fun. In one way or another satisfaction and fun is the hub of it all. Sometimes we tend to forget about the fact that we are all kids at heart and receive a great deal of satisfaction creating and flying our little toy planes. Let's all try to remember this on those days we take ourselves a little too seriously.

No One flies alone

Ben Owen, Milwaukee Area Radio Kontol Society, Wisconsin

I once lost a big and expensive model on a test flight—a model that took many, many hours to build—sort of like the big and expensive 1/3-scale Extra 330L I am finally painting. On that day I was trying to get the engine to run right, put the antenna up, then down, etc. I made the mistake of taking off with it down. Still the receiver was working when a friend called that the antenna was not out; he could have been closer nearby to help prior to takeoff but I don't blame him. Looking down to pull it out took too long and the model stalled and spun. My point here: it was way too soon for me after my first wife's funeral to even be out there. I should have asked for help? Yeah I know; it's a guy thing. We never ask for help right? If you are in a situation without the full use of you facilities—maybe it is a personal loss, or the day was just too hot and you feel like crap, or one is not thinking clearly—ask for help, or just take the model apart and go home to think about it. Make things move a little slower, give yourself time. Use situational awareness; when it is hot, the sun is too high, you are physically or mentally down, you know what I mean.

We have clubs so we can be friends and help each other. Two minds are truly better than one. There has always been a competitive spirit in modeling but don't let it get to the point of jealousy or back stabbing, we all lose when

that happens. It helps no one. We do have losses in this hobby; let's just try to minimize them. A friend recently lost his model, in a vertical climb; he lost it in the sun. He did throttle back before it hit. Maybe those expensive sunglasses they advertise would help. Or maybe, one of us standing idly by but not helping, including me, should have been out there standing by him and maybe we could have seen something he didn't and helped. That's what a club is for. The excuses: it was the end of the day, it was hot, we were all tired, etc. I'm as guilty as anyone. I can't always be on hand when someone flies and obviously, my so called "Safety Officer" brain was not working then. Let's make it a club rule: no one should fly without another pilot standing with him, watching for traffic, etc. Let's stop the senseless losses. If you see someone flying alone, walk out to be that pilot's caller at the flightline to tell him where the other models are in the sky, etc. Even if unasked, it always helps. We guys, we never ask for help right? There is no sin in just helping, unasked. It is what friends do. And when someone comes out to be your observer, accept it for what it is. In the past, I've had a pilot move away when I walked out to be his observer. He actually walked away—he wanted to fly alone. Then I called out the model traffic he was about to roll and loop into and he thanked me. Accept a friend's help, because we all need it. Make it a rule: no one flies alone!

Winter Aircraft Storage Tips

With the weather turning colder, many of us will be storing our airplanes for the season. Here are some tips that will make a happy aircraft and a happy flier come next spring.

The engine

When you finish flying for the day, you should always get the unburned fuel out of the engine. Do this by pulling off the fuel feed from the carburetor, attaching the glow driver, and flipping the propeller. The engine may run a little, or it may just pop. When there are no more pops, all the fuel is gone. Next, make sure all the fuel is out of the tank. You would not believe the green, slimy crud that grows inside a tank with fuel left in it!

After removal from the airplane, the outside of the engine should be cleaned off. Block the carburetor inlet and the exhaust outlet with some wadded up paper towel. Grab an old toothbrush and some engine cleaner (Formula 409, Fantastic, Windex, Comet, etc.) and scrub the engine. When everything is clean, wipe it down with a rag.

Oiling the inside of the engine comes next. Use Marvel Mystery Oil or plain automatic transmission fluid for this. For two-stroke engines, squirt some oil into the exhaust outlet, then remove the glow plug and squirt some into the combustion chamber. For four-stroke engines, squirt oil into the crankcase vent and for the top end, remove the glow plug and lubricate the valve train by squirting oil into the combustion chamber.

Use your electric starter to turn the engine over for a second or two. This will distribute the oil throughout the inside of the engine (including the front bearings). Be sure to lubricate the carburetor too so it doesn't get stuck. Put the glow plug back on and wrap your engine in a clean cotton rag. This will allow it to breathe over the winter. Don't put it in a plastic bag because it could trap moisture and cause rust and corrosion.

Tips and Tricks

NiCad pack Storage

Red Scholefield, printed in the newsletter for the Anoka County Radio Control Club, Inc.

How should I store my batteries at the end of the season? What should I do to them when I put them back in operation?

The batteries should be removed from the transmitter and airplane for long-term storage. Here in the South where a lot of us work out of our garage workshops, I recommend putting them in the refrigerator (not the freezer) during the off season. While not so important where your workshop rarely gets above 23°C (74°F), the refrigerator is still a good bet. Why? The failure mode of NiCads is separator failure; this is the material that keeps the plates from touching each other. When it fails, the cell shorts. At higher temperatures it oxidizes faster. In fact, the rate doubles for every 10 degrees Celsius increase.

Should I store my batteries charged or discharged?

It doesn't really matter, they will self discharge in a few months stored at room temperature. If you are going to store them in the refrigerator, the charge will remain for a lot longer. I would discharge them first to 4.4 volts then put them away. Good cells will just set there in the discharged condition (the voltage can vary considerably, but is usually above 1 volt). In a battery with damaged, worn out separators in the cells, the cells are apt to short if left in a discharged condition. This is actually good since it is the first indication of a cell that's going bad and it is best

to replace the pack. Batteries left on trickle charge will seldom short out since it is in the charged condition and any short that tries to develop will be zapped by the charge in the cell. Partial shorts, those having fairly high resistance, can be developing that can cause the cells to self discharge at a higher rate than normal and possibly leave you short in the middle of a flight after you just measured the cell when it came off charge with your ESV and everything looked okay.

Now when your batteries are coming out of storage, before charging, check the voltage without a load on the battery. It should read well more than 4.0 even if it has not been charged all winter. They should be essentially fully discharged; or flat as we say in the business. In this condition if the battery is going bad, it will probably have shorted and you will read zero volts on that cell. It may be a soft short, one that could be blown away merely by the simple action of slow charging. Don't do it! It is just lying there waiting to bite you. Replace the pack. Cut out the "good" cells if you want and use them in something less critical than your model. If you have access to a cyclor, running through a couple of charge/discharge cycles is a good idea just to make sure you are getting the capacity you are supposed to. Anything less than 80% of rated is suspect. Once at the field, pre-flight battery checks are in order, particularly at the beginning of the season. Since those who religiously check their flight packs with an expanded scale voltmeter seem to

crash less (due to battery failure) one must assume that the ritual is smiled upon by the RC gods.

The Right Tool for the Job!

Here is a tip for those of us who have had the frustrating experience of ruining the head of one of those little Phillips head screws in an engine, or when assembling an ARF airplane or helicopter. It might not have been entirely your fault. You just may have been using the wrong type of screwdriver. Since most ARFs, helicopters, and even engines are built in the Far East, many manufacturers use what are called "JIS" crosshead screws; JIS meaning Japanese Industrial Standard. The screws look almost identical to Phillips, but they are just different enough to make you a little crazy. Of course just like metric screws and bolts, the manufacturers may include both JIS and Philips screws in your kit. The JIS can be identified by a tiny dimple on the head, or by the fact that you can only get them out by using vise grips! You won't find JIS screwdrivers for a dollar at Harbor Freight, but they are available online in a wide range of prices. Just do a Google search for JIS screwdrivers. Try them; you will be happy you did!



Monthly Deal from Hobby Town

These prices are good for Sanderson Field R/C Flyers only! Present your club card at time of purchase to receive discount. All three are available for the discount price. This may be your last chance for these planes, next month they will be different.



Kyosho Macchi M33 50EP –
 Regular Price - \$479.99
 Sale Price - \$249.99



SeaGull Zlin Z50 .75 - .91 ARF –
 Regular Price - \$286.99
 Sale Price - \$174.99



Eflite P-51B 32e Arf –
 Regular Price - \$249.99
 Sale Price - \$139.99

DUES ARE \$75 IF PAID BEFORE JAN 1ST, \$100 THEREAFTER.

IF YOU PAY BY MAIL SEND YOUR DUES, PROOF OF 2012 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

CLUB OFFICERS

President..... Tom Strom..... (360)350-0181
 Vice President Burt Daggett (360)427-6653
 Treasurer Charles Kentfield (360)866-9473
 Secretary Bob Beatty (360)426-5601
 Safety Officer John Tupper (360)426-6383

BOARD MEMBERS

Board Member Tom Strom (360)350-0181
 Board Member Jody Diaz..... (360)427-6102
 Board Member Stacy Myers..... (360)426-9367
 Board Member Bob Beatty (360)426-5601
 Board Member Burt Daggett (360)427-6653
 Alt Board Member Bob Mason (360)426-9256
 Alt Board Member Chuck Kentfield (360)866-9473

December 2012

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
25	26	27	28	29	30	1
2	3 9:00 AM RC Breakfast	4 SFRCF Board meeting	5	6	7	8
9	10	11	12	13 SFRCF Club meeting	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31	1 SFRCF Board meeting	2	3	4	5

No closures this month, the calendar could change. Check the website before heading to Sanderson field
<http://sfrcf.quintex.com/event/events.html>

Club Scheduled Events for 2012

Event dates in black are scheduled. Events in gray are complete.

The new contract allows us to schedule non-exclusive days again, however if the car clubs don't go to the new track we may not keep many.

January 1st 9:00 amFirst fly of the year
 April 14th 18th annual Swap meet 9:00 to Noon
 May 12th Club fly-in (Hunters)
 June 2nd Forest Festival parade
 June 16th Club fly-in (Hunters)
 June 30th-Jul 1st Pylon Race
 July 14th Club fly-in (Hunters)
 August 4th Club fly-in
 August 18th-19th Pylon Race cancelled
 September 15th Nahwatzel float fly (at lake Isabelle)
 September 22nd Club fly-in/Fun fly
 December 13th Christmas Party

dues are \$75 if paid before January 1st. \$100.00 on January 1st and after

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