OFFICIAL NEWSLETTER OF
SANDERSON FIELD R.C. FLYERS
SHELTON, WA

MARCH 2006
VOLUME 9 ISSUE 3

SANDERSON FIELD R.C. NEWS

CHARTER NO. 3079

Pylon Race, March 12th

CLUB MEETING

This months meeting will be held on Thursday March 9th at 7:00 p.m.

at PUD #3

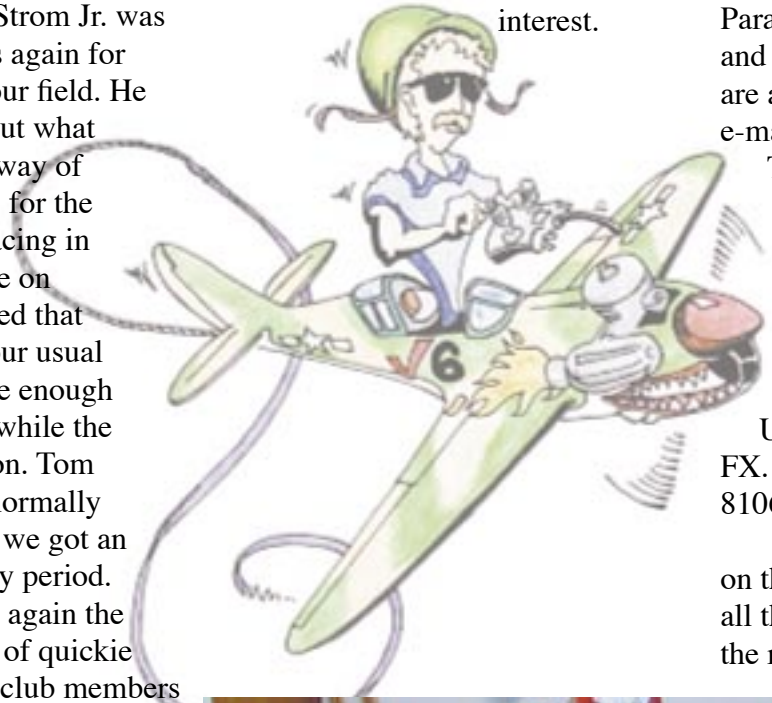
At 3rd & Cota

Last month's meeting was well attended, Tom Strom Jr. was there and thanked us again for having the races at our field. He also talked to us about what it would take in the way of manpower, food etc. for the two days of pylon racing in August (see schedule on page 5) It was decided that if we wanted to do our usual BBQ, there would be enough manpower to cover while the cooking was going on. Tom also said the Props normally pay for a sani-can if we got an extra for that two day period. Tom also mentioned again the Props have a couple of quickie 500 class racers our club members can fly without racing or worrying about damage.

A motion was made to hold the two day event, which was seconded and passed. Jody wanted everyone to know we could still use more volunteers for the races if anyone is interested. It's a lot of fun and not hard. It can be chilly in the winter months so dress warmly.

We added a Fly-in on May 27th. This will be a come and fly event like our usual summer Fly-Ins.

Dick Robb changed the Fun Scale event to a Fun Scale sudden death event to give everyone a chance to compete and help gauge interest.



Tom Strom told us the Props would like to have more races in Shelton. A motion was made to add a couple more races which was seconded and passed. We added October 8th and November 12th. Be sure to keep a copy of the Event calendar as there is a lot going on this year.

Jody reminded us the Parachuters are coming in soon and to be very careful when they are around. I contacted them via e-mail to make them aware of us. They responded with a nice note saying there would be no problem.

Join me in welcoming new member Harvey Hedman.

Bob Beatty showed off a newly finished Tower Hobbies Uproar, powered by an OS 46 FX. It uses a JR receiver and an 8106 transmitter.

Check out the Events page on the web site. I've put up a list of all the other people who are using the runway this year so far. There are some instances where the whole runway will be in use so check it out before you drive out there if you are coming from far away. I'll post any new dates as I get them.

Safety and Keeping your Flying Site

by Jay Mealy, AMA Programs Director

Much has been written about safety. As it relates to model aircraft activities, safety is a word that is used in almost every paragraph written or conversation spoken. It is a must-use word in our area of interest—if for no other reason than it sounds good.

But what does safety really mean when it comes to keeping a flying field?

In the Webster's New World Dictionary, safety is defined as "the quality or condition of being safe; freedom from danger, injury, or damage; security." Good definition. It sounds right, and pretty much describes the condition we would expect to find at a safe flying field. However, is that the only definition of safety? Hasn't Mr. Webster pretty much nailed it? Doesn't that say it all? The answer is no!

Let's set up a scenario. Say there are five other people at your flying field, and if you ask each one of them what his or her definition of safety is you would get five different answers. So now Mr. Webster has five other definitions to compete with plus yours which makes six. What I'm getting at is that there are probably as many definitions for safety as there are people.

You may say, "Maybe we can't define safety, but we all know what it is." or "You have to be safe so you can enjoy your hobby without getting hurt," or even "You must be safe so others are not fearful of not enjoying their flying activities because of your unsafe behavior or vise versa."

What we are really bringing to light is that safety is nebulous. It's a tough concept to get your arms around and even tougher to appreciate, comprehend, and most importantly to put into action.

For the time being; however, let's assume that everyone has a good grasp of what safety is all about and return to our original question of what safety means when it comes to keeping a flying site.

There are two problems clubs are faced with: external problems and internal problems. External problems are those involving neighbors, community, or any entity outside the club that may pose a problem that the club cannot control. On the other hand, internal problems are those such as "How do we get more members to the meetings," or "What is the best way to keep the gophers off the runway?"

When a call comes into the AMA Headquarters from a club with an internal problem, the number one item of discussion is safety. Maybe there's a member who never quite got the hang of making right turns so he flies behind the flightline and over the pits. Or perhaps there's a show boater who ignores the field rules to selfishly fulfill some personal need for attention. We all could add to this list and we have all experienced this type of behavior.

The clubs that recognize this behavior as inappropriate and call for assistance are the clubs that survive. We can provide recommendations about how to correct such problems and provide examples of what other club have done in similar situations. The clubs that allow this type of behavior to continue unchecked are possibly setting a course for extinction.

The majority of modelers operates in a safe manner and is uncomfortable with the unsafe actions of others. If the club as a whole is not doing anything to end unsafe actions, then the members will begin to compensate for their discomfort in their own ways. Unsafe flight operations are like a rust spot on your car. If you don't take steps to eliminate the rust it will eventually consume your entire car or at least make it unusable. The same thing can happen to a club and its flying site.

Safety (Continued)

It begins subtly. The number of active fliers at the field on any given day starts to decrease, fewer members show up at club meetings, and less people participate in club functions. Members may start participating at other club sites or just decide to back off flying their models for awhile. Whatever their cure, they are going to pursue it because they are not having good, safe fun at their own flying site.

The negative results of unsafe flying practices can take many forms but the end results are the same: loss of a club, loss of a flying site, or heaven forbid, something much worse. For these reasons it is imperative for clubs—and all members—to take a strong position when it comes to safety at the club field. Don't allow people to do dumb things in the air, on the flightline, in the pits, or anywhere else.

Clubs that operate safely have more fun, make more friends within the club and within their communities, and virtually guarantee their longevity and success. If you would like to be part of the Flying Site Assistance column in Model Aviation, please feel free to share any success stories—or not-so-successful stories—with Joe Beshar and Wes De Cou. Often the successes and/or mistakes of others can be learning experiences for us all.

Flying with a Plan

From the Hi Sky RC Club, Midland TX
by Bill Coombes

One of the benefits of flying Pattern competition (as it was called in the olden days) was that it forced you to fly a predictable, recognizable sequence of maneuvers on every flight. In other words, it imposed some discipline in your flying, and it made you a better pilot.

Although I have not flown in competition in many years, I still try to remember the lessons I learned when I did compete. Every time I fly, I have a mental plan of what I want to accomplish during the flight.

When instructing school children, I've found that making them do repeated maneuvers allows them to move more quickly toward their first solo. They become disciplined fliers.

Planning Prevents the Airplane from Flying the Pilot

Watching pilots at our field and at my electric field of choice, I have seen guys who could be skilled fliers constantly chasing their airplanes through the sky until they find themselves disoriented and their airplanes at risk. They aren't flying with a plan, but rather the airplane is flying them.

With the Commemorative Air Force, I have participated in the hardest kind of flying to learn—formation. Believe me, discipline and a plan are the only things that prevent catastrophic accidents (besides a thorough briefing and an understanding of the flight formation rules). Guys who can fly an airplane well enough when alone suddenly discover a whole new set of skills necessary to master before they are safe in a formation.

Continued on page 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
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	Dave Southwick	(360)426-2869
Alt Board Member	Bob Mason	(360)426-9256
Alt Board Member	Chuck Kentfield	(360)866-9473

Optimizing control surfaces

by Geoff Burdon

Control surfaces enable us to maneuver our aircraft and maintain a controlled flight path. Too often these important devices are attached without proper consideration for their function. They can be misfitted, tight and binding, or without sufficient movement. Worse still, they can be laden with surface finishing and attached with loose or sloppy connections that make them flutter candidates. Some ARF aircraft have even shown up with no adhesive on the hinges.

Here are some considerations related to aerodynamics, control effectiveness, and aerodynamic flutter.

Ailerons consume some of the wing area and must be fitted to minimize the hinge gap to preserve effective wing area. The best option is to gap seal the joint, but it is not always worth the complexity on the average model. However, if you are working with a high wing loading (greater than 30 oz. per square foot) model, gap sealing is very desirable to stabilize the low speed environment. Gap sealing will reduce the aerodynamic drag and increase the control effectiveness, thus requiring less deflection for the same outcome. A simple gap seal can be achieved by laying a strip of adhesive tape over the joint while holding the control surface at full deflection to preserve its movement. Such a seal will require replacement from time to time as it will degrade during service.

Stabilizer control surfaces are not required to be snug-fitting unless you are dealing with a fast and slippery model. In some circumstances it is desirable to open the gaps to reduce control sensitivity. This may be the case on a training model. Some trainer-type models have a huge control surface gap on the rudder and elevator. The purpose of this gap is to provide a soft feel around the neutral position and a strong control response toward full deflection which results in the gap closing. This control response is analogous to an exponential-type movement available on most computer radio transmitters.

Control surface flutter is the curse that will destroy your model quicker than you can say "what's that noise?" Flutter is caused by a lack of balance of the control surface about its hinge point. In smaller models, it is hardly ever evident due to the low mass of the surfaces. However, the larger the model and the more surface finishing materials used (covering, fillers, primers, and paint) the more susceptible the surface is to flutter. If the surface is susceptible to flutter, then it is only a matter of speed before the flutter happens and structural failure becomes eminent. It is commonly believed that removing control system slop and stiffening the control linkage will eliminate flutter.

This is not true. It will only defer it to a higher speed. The only solution to control surface flutter is to mass balance the surface (add mass to the control surface ahead of the hinge line to achieve a balanced condition). If you identify flutter and survive to rectify the problem, then you can consider yourself very fortunate. Many have never been able to identify the cause of their model's demise or been able to recover from the situation.

If you haven't paid your dues yet it's after January 1st now and Dues are $40.

If you pay by mail send your dues, proof of 2006 AMA membership and a self addressed stamped envelope to the Treasurer:

Chuck Kentfield
6843 Gallagher Cove Rd NW
Olympia WA 98502

Flying with a Plan (continued)

I'm not advocating that all of us in the RC world rush out and become International Miniature Aerobatic Club (IMAC) pilots, but I am saying that flying each flight with a specific plan (like really round loops, or skillfully centering maneuvers in front of you, or a perfect landing pattern) will impose some meaning to your flying and you will become a safer, better pilot (and your airplane will last longer as well). With the high price of these Alfa warbirds that I am into right now, economy forces me

On the lighter side

Yes, but I was declared the winner!

A C-130 was en route on a mission when a cocky F-16 pilot flew up next to him. The fighter jock told the C-130 pilot, "watch this!" He went into a Barrel roll, followed by a steep climb, and then finished with a sonic boom when he reached the speed of sound. The F-16 pilot asked the C-130 pilot what he thought. The C-130 pilot responded, "That was impressive, but watch this." The C-130 droned along for about 15 minutes then the C-130 pilot came back on and said, "What did you think about that?" The F-16 pilot asked, "What did you do? "The C-130 pilot responded, "I got up, stretched my legs, went to the back poured a cup of coffee and took a whiz. "Any questions??

Courtesy: The Fly Paper Volume 28
Tri-County RC Club

BELOW ARE THE SCHEDULED EVENTS FOR 2006

Club Scheduled Events for 2006

January 1st.....Annual 1st fly of the year
January 15th.....Pylon Race
February 12th.....Pylon Race
March 12th .....Pylon Race
April 15th .....Sanderson Field RC flyers annual swap meet 9:00 to 12:00 SHS Sub
May 27 .....Fly-In 9:00am to ????
June 3rd.....Forest Festival Parade Float
June 10th.....Display at Walmart
June 11th.....Public Fly-In - 9:00 a.m. to ????
July 15th.....fly-in with Novice fun fly - 9:00 a.m. to ?????
August 12th & 13th.Pylon Race
August 19th.....Scale fly-in with Novice fun scale - 9:00 a.m. to ????
September 16th.....Fly-In - 9:00 a.m. to ????
October 8th.....Pylon Race
November 12th.....Pylon Race
December .....Christmas Party

It's time for 2006 dues, dues are $40.00

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