



# Sanderson Field R.C. News



## Club Meeting

This month's meeting will be held on Thursday December 11th at the Little Creek Casino, located 6 miles south of Shelton on I-5. The meeting/Dinner will be in the Legends Restaurant.

Time: 7:30 p.m.

Check out the club web site at  
<http://sfref.quintex.com>

Merry Christmas everyone. The treasurer's report and last month's minutes were read. Jody talked about the board meeting which was about the new lease agreement with the port, which has been signed and ratified, so we have a field for another 3 years.

Dick Robb noted we need to get our flyers for the swap meet out earlier this year. The flyer is on the web site for those who haven't found it yet. It's on the news page and was put up October 16th. You can print your own and pass them

out to your hearts content, please do!

The club also got a form letter from the port reminding us that the speed limit on port property is 25 m.p.h.

A few tips were submitted for the newsletter (see pg. 4)

No one new wanted to run for office so you're going to be

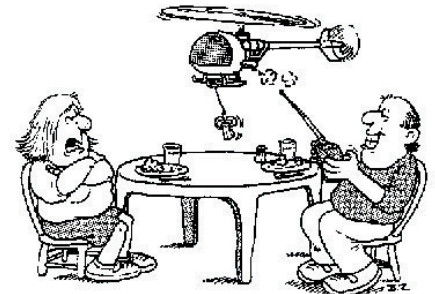
stuck with the same old officers again this year. There will be a ballot at the December meeting which will be your last chance to effect change if you so desire.

A motion was made to continue the show and tell gift certificate program for indoor meetings which was seconded and passed.

Two gallons of fuel were given away in the traditional AMA card drawing. Congratulations to Bill Walker and Wayne Faber.



Happy Holidays!



JUST ONCE I WISH YOU'D SIMPLY PASS THE SALT!

**IF YOU PAY BY MAIL SEND YOUR DUES, PROOF OF 2004 AMA MEMBERSHIP AND A SELF ADDRESSED STAMPED ENVELOPE TO THE TREASURER:**

**CHUCK KENTFIELD  
6843 Gallagher Cove Rd. NW  
Olympia WA 98502**

## SAVE \$10

**Pay your dues by the end of the month and it's only \$30. If you wait till 2004 it will be \$40. It's an easy way to save \$10 so come to the December meeting (Thursday December 11th at 7:30 in the Legends restaurant at Little Creek Casino) and join the fun or get your check in the mail before the 31st. (or mail it off to Chuck)**

## On the Lighter Side

After every flight, pilots fill out a form called a gripe sheet. These sheets convey to the mechanics problems encountered with the aircraft during the flight that need repair or correction. The mechanics correct the problems, and then respond in writing on the lower half of the form what remedial action was taken. The pilots review the gripe sheets before the next flight.

Never let it be said that ground crews and engineers lack a sense of humor.

P=Problem logged by the pilot  
S=Solution/action taken by the mechanics

P: Left inside main tire almost needs replacement.

S: Almost replaced left inside tire.

P: Test flight OK, except auto-land very rough.

S: Auto-land not installed on this aircraft.

P: Something loose in cockpit.

S: Something tightened in cockpit.

P: Dead bugs on windshield.

S: Live bugs on back order.

P: Autopilot in altitude-hold mode produces a 200 feet per minute descent.

S: Cannot reproduce problem on ground.

P: Evidence of leak on right main landing gear.

S: Evidence removed.

P: DME volume unbelievably loud.  
S: DME volume set to more believable level.

P: Friction locks cause throttle to stick.

S: That's what they're there for.

P: IFF inoperative.

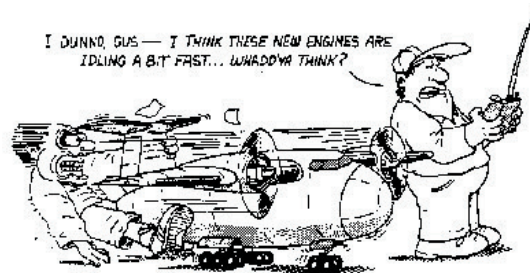
S: IFF always inoperative in OFF mode.

from Hear Ye!  
Valley Forge Signal Seekers  
Marilyn Ayres, editor  
Glen Mills PA

**ENGINE:** A device designed to make noise. will suddenly stop making noise when just beyond glide in distance. A device that doesn't start when

you want it to, and won't shut off when you want it to.

**CYANOACRYLATE:** A special glue, designed to instantly glue your fingers together. A special glue, instantly bonding misaligned parts, will hardly if at all, cure when parts are correctly aligned. A substance used to make your eyes water profusely at points of critical construction. A chemical compound, which when applied to clothing, turns your clothing into a suit of armor, and you a modeler knight.



### THOUGHT FOR THE DAY

**Never be afraid to try something new!  
Remember, amateurs built the Ark; professionals built the Titanic.**

### CLUB OFFICERS

President.....	Jody Diaz .....	(360)427-6102
Vice President .....	Dick Robb .....	(360)427-4521
Treasurer .....	Chuck Kentfield .....	(360)866-9473
Secretary .....	Bob Beatty .....	(360)426-5601
Field Marshal .....	Chuck Kentfield .....	(360)866-9473
Safety Officer.....	John Tupper.....	(360)426-6383
Board Member .....	Jody Diaz .....	(360)427-6102
Board Member .....	Dick Robb .....	(360)427-4521
Board Member .....	Herb Coslett .....	(360)275-4158
Board Member .....	Stacy Myers .....	(360)426-9367
Board Member .....	Darryl Casad .....	(360)275-8690
Alt Board Member .....	Bob Beatty .....	(360)426-5601
Alt Board Member .....	Chuck Kentfield .....	(360)866-9473

## DEAD-STICK LANDINGS

By GARY THOMPSON

Superior Pilot: Def. A pilot who uses superior judgment to keep himself out of situations that might cause him to have to use his superior flying skills.

Knowing how to make a dead-stick landing can help make you a superior pilot. Some of us think that if you prepare well enough, a dead-stick landing will never happen. But even the best preparation in the world can still allow for this event to happen. All it takes is for your engine to stop just once during flight.

To make the best of this sudden event, you should be well-prepared.

1. Practice for a sudden loss of power. When looking for something to do during your next flight, why not try a few dead-stick landings. Just cut the power back to idle and try to make the runway. Even better, have a helper call dead-stick and then cut to idle. This will introduce a sense of urgency to the drill. Your helper may even get some kicks out of trying to see if he can force you not to make the runway without adding power.

2. At the first sign of a loss of power, head toward yourself. This gives you the maximum amount of altitude and the minimum distance to make the runway or landing area.

3. Keep your altitude when your airplane is distant. Don't fly low and far away. If you are distant, you will need altitude to trade for speed in order to make the runway.

4. Use a timer. If you prudently set a timer to time out when you have used no more than 75% of your tank, you will be able to more easily determine when your gas supply will run out. Electric fliers have a leg up here because they automatically receive a warning when the batteries begin to lose power.

5. Watch your speed and altitude. Without power (dead-stick), the only way to gain flying speed is to dive. If the airplane stalls, it may lose all of its altitude at once.

6. Pay attention to ground speed. You can cover more ground going downwind than up. When dead-stick and turning into the wind, you will lose a lot of ground speed, so make your final turn short, or if you can't make the turn, land downwind.

7. Set up your tank clunk. Make sure the fuel pickup clunk is not touching the back of your fuel tank. Set it up so that the fuel pickup is free to move from the bottom to the top.

Now go fly right and practice a few dead-stick landings.

from Transmitter  
Palomar RC Flyers  
San Marcos CA

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*Normally, I'm a pretty apolitical kind of guy but I know there are a lot of vets in our club who might be interested in this piece sent by Gary House. (ed)*

Vietnam Veterans Association - By Dick Forrey

We asked our local Target store to be a sponsor of the Vietnam Veterans Memorial Wall during our spring recognition event. We received back a reply from Target management that "veterans do not meet our area of giving. We only donate to the areas of the arts, social actions, gay and lesbian causes and education."

My thought: If the Vietnam Veterans Memorial Wall, and veterans in general, do not meet their donation criteria, something is wrong at Target. We were not asking for thousands of dollars, not even hundreds, but simply sponsorship of an endorsement for a memorial remembrance.

As a follow-up, I E-mailed the corporate headquarters and their response was the same.

Personally, I will NOT be purchasing anything at Target Stores again. If the Vietnam Veteran or Veterans in general do not meet their area of giving, then why should I, as a Vietnam veteran, spend my hard earned money in their stores?

**TARGET IS FRENCH OWNED! WHAT A SURPRISE!**

Target will also **not allow the Marines to collect for "Toys For Tots"** during the holidays.

## Tips

We have a few home grown tips this month and I'd like to thank the contributors... Keep 'em coming!

When covering a model with two different colors of Monokote, you sometimes get colors bleeding from one to the other where they overlap. You can remove this bleed by going to the dryer and getting a used anti-static dryer sheet and wrapping it around your sealing iron. Then just heat it and wipe the bleed off.  
from Stacy Myers

Another use for dryer sheets from Dick Robb is to wipe the inside of your canopy with one before installing it and any loose dust will not stick to it.

Speaking of canopies, I've seen canopies collapse with changes in temperature. A small vent hole through the floor of the cockpit will solve this problem.

Another tip from Stacy Myers has to do with the problem of the hot sealing iron. Pull out one of the screws on the top of the iron, add a washer and a piece of wire and you have a built in stand.

If you use canned shave cream, keep the caps from the used cans. The plastic caps make great containers for mixing resins. Several ounces can be mixed inside, enough to join wings or other fiberglass projects. Or, turn the cap over and use the flat top to mix up just a bit of epoxy for a small job. Usually, the excess can be popped off the cap when cured. I use a piece of scrap balsa, cut to a point, to mix and apply resin, or a throw-away brush for "glass" work. Leave the balsa or brush in the leftovers and use that as a handle to pop the cured resin out of the cap. Each cap can be used several times.

from The Barnstormer  
Hemet Model Master  
Chris Wdowiak, editor  
San Jacinto CA

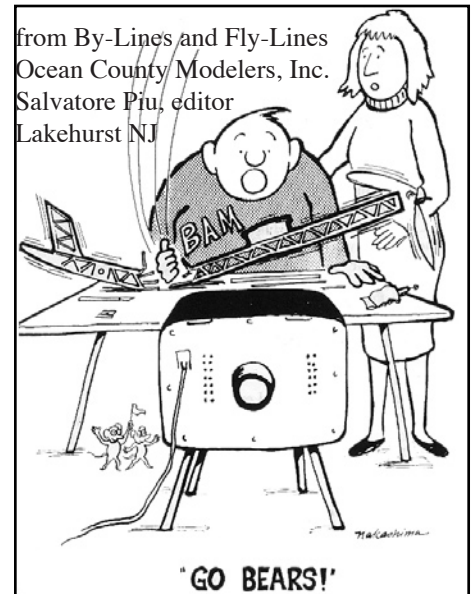
### Wing/tail alignment

Get an old telescope antenna (the same type as found on transmitters). Use it as an adjustable-length measuring rod to compare critical measurements on airplanes during construction. This can help you compare the distance from one wingtip to the stabilizer and to make sure this distance is equal on both sides of the airplane. This ensures that the stabilizer is parallel to the wing.

from The Fly Paper  
South Bend Radio Control Club  
Jack Allinger, editor  
South Bend IN

### Securing batteries

Use dental floss to secure the airborne battery to switch plug connection in your model. The battery pack should be secured in the model so it doesn't move around a lot, but it also should be wrapped in some kind of shock and vibration absorbing material. Take care to properly secure the battery, make sure the plug to the switch harness is tight, and to route the wires so they don't snag or get pulled during installation or flight stresses. A second line of security is a good idea to make sure the plug doesn't come apart. Here comes the dental floss to tie the battery and switch plugs together. It's thin enough to slip between individual wires in the plugs and wrap around each end of the plugs a couple of times, each time slipping the floss between the individual wires. Finish the tie job with a square knot. Low cost and very little added weight.



### Other Scheduled Events

**December 11th 2003 .....7:30 p.m. at the Casino Christmas Party/Elections**  
**April 17th 2004 .....10th Annual Swap Meet 9 to noon high school Sub**

# SANDERSON FIELD R.C. FLYERS

Static Display      Static Display

## 10th Annual Swap Meet

Located at Shelton High School, N. 3737 Shelton Springs Rd. Shelton WA, 98584. Just North of downtown Shelton. Take Hwy 101 North to Wallace Kneeland Blvd. Turn right on Wallace Kneeland Blvd. Turn left on Shelton Springs Rd. The Shelton High School will be on the left. The Swap Meet will be located in the Sub.

FREE  
ADMISSION



Lots of great stuff!

Saturday, April 17, 2004

Tables  
\$5.00  
or  
2 for \$8.00

9:00 a.m. - 12:00 p.m.

Reserve Your  
Tables Now!

For More information Call  
Bob Beatty at (360) 426-5601  
Email: bigbird@quintex.com




**NORTHWEST**


# MODEL EXPO

## JANUARY 31st and FEBRUARY 1st 2004

Saturday 9 to 5, Sunday 9 to 4

**WESTERN WASHINGTON FAIRGROUNDS,  
PUYALLUP, WA**

Manufacturers, Vendors, Exhibitors  
Club Booths, Model Displays, Live Demos  
Giant Swap Meet - Over 120 tables

Swap Meet reservations accepted October 1st  
Contact Don Sweasy at 253-445-4763

Daily admission - \$7.00 - Ample FREE parking  
Youths 12 and under with an adult - free  
Tickets by mail - \$6.00 - details on the web

**www.nwmodelexpo.com**



EXPO INFORMATION - BOB BROWNELL  
253-847-5721, EMAIL - expoinfo@nwmodelexpo.com  
Sponsored by the Mt. Rainier R/C Society  
PO Box 73939, Puyallup, WA, 98373

