



# SANDERSON FIELD R.C. NEWS

## Happy New Year!



CHARTER NO. 3079

### CLUB MEETING

*This month's meeting will be held  
on Thursday February 9th at 7:00  
p.m.*

*at PUD #3*

*At 3rd & Cota in Shelton*

The January meeting was a pretty short one.

Join me in welcoming new member Thom Martin.

We talked about the January 15th Pylon race.

John Tupper motioned to send a card to Merlin Little's widow. Sharon will pick a card.

I added the Forest Festival parade to the events calendar. (web and newsletter).

I went to the Pylon race Sunday and watched the gate. There was a pretty good turn out

and the weather was great! There was some late afternoon rain but it didn't cause too much of a delay. It was a little windy.

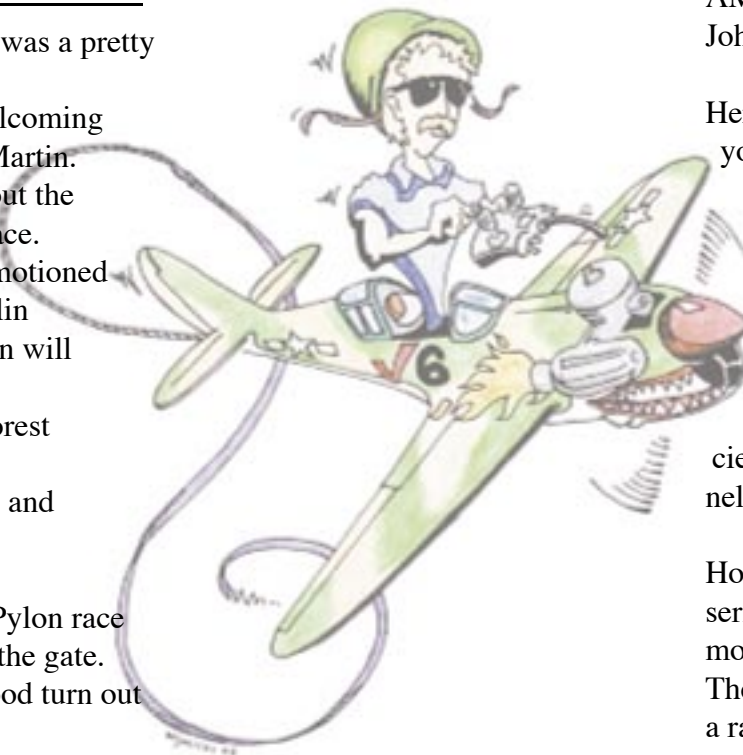
### ParkZone Electric Models From Horizon Hobbies

by Dr. Alexander Szemere, AVP  
AMA District II

John Donnelly, editor

Here is some information for all of you who may be worried about the influx of park flyers and their impact on our channels—especially after the holidays. As an aside, almost all of the models sold at toy and department stores operate on the 27 and 49 MHz frequencies—far from our 72 MHz channel frequencies.

Horizon Hobbies is marketing a series of electric park-flyer-type models under the brand ParkZone. These models come complete with a radio system installed. Some models in this line operate on 72 MHz. It's possible (expected) that some who purchase these models may be operating them at places other than what we think of as traditional model flying fields. Horizon recognizes this, and in an effort to minimize the potential of radio interference they have limited the channels these models operate on to six: 17, 19, 21, 50, 52, and 54.



PYLON RACE TURNOUT

# THE THREE DEADLY SINS OF RC FLYING

From the Knox County Radio Control club, Knoxville TN  
BY JEFF PROCISE

In the three years that I've belonged to the Knox County Radio Control club, Knoxville, Tennessee, I've witnessed my share of crashes and even thrilled my buddies with a few of my own. One thing that amazes me about this hobby is how often we crash. On any given weekend, one or two members will probably lose a airplane. What's even more amazing is that the vast majority of these crashes are entirely preventable. Most crashes are caused by simple errors that we make before the airplane leaves the ground. Eliminate these errors and you'll have a far better chance of bringing the model home in one piece. Here are the three most common mistakes that lead to crashes and simple steps for avoiding them.

## **Wrong Model Number**

Programmable radios make the sport more fun and arguably safer, too. One of the primary benefits of a programmable radio is that it can store settings for several models. With the click of a button, you can call up the settings for your favorite model, complete with trim settings, end-point adjustments, servo directions, dual rates, exponentials, and more. But programmable radios have a dark side. If you fail to select the right model number before takeoff, you may find yourself flying with reversed ailerons, a reversed elevator, improper trims or throws, or other ailments. Rare is the airplane that lands safely when

the radio is set to the wrong model number.

The solution is twofold. One, remember to check the model number the moment you switch on your transmitter and make sure it matches the airplane you're about to fly. Two, always check the movement of the control surfaces before flying. Even if you forget to check the model number, you'll almost always catch the error if you check the control surfaces before every flight.

Having a radio set to the wrong model number is the most common cause of reversed servos, but it's not the only cause. Occasionally we simply forget to program in the servo directions before flying a new airplane. Again—make it a habit to check the control surfaces before every flight and you'll head disasters off before they happen. Before flying a new airplane for the first time, get a second pair of eyes to go over it with you. If the ailerons are reversed and you overlooked it once, you'll probably miss it again.

## **Improperly Located Center of Gravity**

There's an old saying in this hobby that says "A nose-heavy airplane flies poorly; a tail-heavy airplane flies once." Most beginners fail to appreciate how big a role balance plays in the performance of an airplane. Balance is important in full-scale airplanes, but it's even more important in RC aircraft, where an inch or so can make the difference between a model that flies well and

one that's unmanageable in the air. Most construction manuals specify where the model's center of gravity (CG) should be located, and a model shouldn't be considered complete until you've ensured that the CG is at or near the recommended location. If necessary, you can add a few ounces of lead to the nose or tail to achieve the recommended CG. Often adding lead isn't necessary; you can achieve the desired CG by moving the receiver battery backward or forward.

Be certain to check the airplane's CG before flying it for the first time. I usually mark the location of the manufacturer's recommended CG with short pieces of trim tape. That way I can check the CG even if I don't remember precisely where it's supposed to be. Assuming your aircraft's fuel tank is on or in front of the CG, be sure to check the CG with the tank empty. Finally, if your airplane has retracts that fold backward (like the F4U Corsair) check the CG with the wheels up.

Deploying the gear prior to landing will move the CG forward, but it's better to be nose-heavy during landing than tail-heavy during flight.

## **Inadequately Charged Batteries**

If you crave excitement, try flying your favorite airplane without charging the receiver battery. To double the fun, don't charge the transmitter, either. Then you can take bets on which will fail first. Joking aside, charge those batteries before flying, and check them at the field if you're not sure whether they're charged.

Continued on Pg. 5

# TUSKEGEE AIRMAN VISIT

From the Catalina RC Modelers,  
Tucson AZ

by Randy Wegner

I had planned to stay home that Sunday and catch up on some much needed sleep, but Tom Hope called me requesting that I bring my P-51 Mustang to our club meeting—the Tuskegee P-51 pilot from World War II was coming out. I debated on whether it was worth the effort, but reasoned that the new Mustang needed a test flight anyway, so why not go?

As I stepped from my truck at the field, I could see Tom's guest. He was an older man, with a slight frame, nothing special about him. "Well," I thought, "Let's meet the guy, go fly, and go home—a nap would be good after flying."

I walked up to Lt. Col. Luke Weathers and shook his hand saying how nice it was that he could join us. As we shook hands, I could feel the passage of 85 years. His hands were bones, but his grip was as sincere and firm as ever. From his manner and words, you could tell he was a giver—not a taker. I knew he was a war hero, but he seemed uncomfortable with the attention and directed compliments and praise to us and our club instead.

I retreated to the club bulletin board, where I read up on our guest from a poster Tom had tacked up. I wanted more information about this guy. I had seen the movie Tuskegee

Airmen, which was about the Black fighter pilots of World War II and the heroic acts for which they were responsible (you should see it, if you haven't).

I began to realize the uniqueness of this moment. I had shaken hands with a true hero—a man who went head-to-head with eight German fighters, who never lost a bomber under his protection, who forgot about self for the benefit of his country, and was willing to give his life for those who refused him his rights as he fought for theirs. Suddenly, there was no one on earth whose hand I would rather shake.

I approached him again with my P-51 wing and marker in hand. I told him that I would be honored to have his name on my wing. He assured me that the honor was all his as he reached out and wrote, "Thanks for caring, Luke Weathers." I thought how odd that he

would write, "Thanks for caring." After all, who would not care? Here is a guy who fought for my freedom before I was even born—he perhaps could be the very reason that I am alive at all—of course I care.

Truly, I was humbled by his presence, thankful for his efforts on my behalf, and impressed by his humility and humanness. I know I speak for our club members when I say: "We are so thankful for Lt. Col. Weathers and the many who fought and served along with him."

There are a few words that are written on the wing of my P-51 that mean a lot to me. Although those words were directed to me, I would like to direct them back to a very special friend and guest: Thanks for caring Col. Weathers!

## 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

# COLOR THEORY (PT. 2)

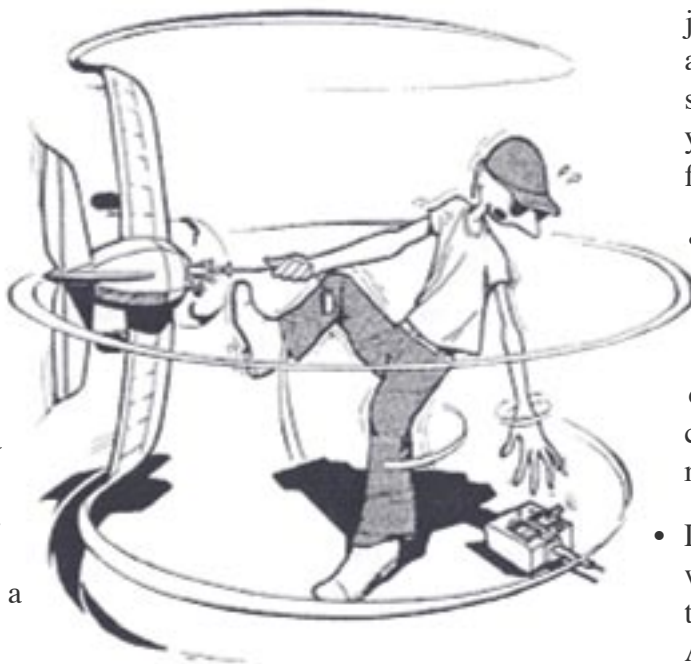
I use this phenomenon to help me with the vertical rolls performed in advanced aerobatics. Instead of a solid dark color on the bottom of my wing and horizontal stabilizer, I put four large circles on the bottom of the wings and two large circles on the bottom of the horizontal stabilizer. The noticeably faster recognition of the round shape verses the line shape aids me in nailing the vertical rolls.

A number of people at my field have copied my bottom circles without knowing the reason why I use them. The solid colored bottom is preferred unless you are doing vertical rolls. Sunglasses  
Several years ago I flew with some expensive Serengetti Driver sunglasses. These had a red tint to them, I guess to cut down on the ultraviolet region. I lost visual perception on a solid dark blue airplane during a landing approach and crashed.

Fortunately they were stolen at a hobby store a week later, and I got some RayBan aviator sunglasses with a blue-gray tint. What a difference!

Red is at the low frequency part of the visual spectrum, and blue is at the high frequency part of the spectrum. Red or yellow-tinted sunglasses reduce all colors to high-contrast shades of gray, making your aircraft in the air appear completely different from the appearance of your aircraft at home or in the pits. Gray,

light blue, or light green tinted sunglasses make the airplane in the air look just like the airplane in the pits, and because your vision is extended into the high frequency part of the visible spectrum, you will have twice the visual perception range!



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***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 EN-  
VELOPE TO THE TREASURER:***

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

## Final Thoughts

- Evaluate color schemes for visibility first, beauty second. Dark-colored airplanes are more difficult to see in overcast skies and in the evening.
- Scale airplanes are a special problem. Warbirds were colored to avoid detection, just the opposite of RC airplanes. Avoid flying scale-colored airplanes until you a very experienced flier.
- Avoid dark colors on the fuselage where your battery and receiver are located. The heat buildup can result in loss of battery capacity and premature radio failure.
- Don't fly when someone with a airplane identical to yours is already flying. ARFs and yellow Cubs are particularly susceptible to this problem. Several years ago two fliers were flying with identical ARFs. When one of the models landed, both modelers went out to get the airplane. Much to the entertainment of the folks in the pits, one modeler discovered that his airplane had crashed out in the field five minutes previously because he had lost track of which airplane was his, and he was "flying" the wrong one.



THIS IS CHUCK KENTFIELD'S NEWLY FINISHED "REACTION 54" KIT FROM BRUCE THARPE. THE FURRY PILOT'S NAME IS DAISY

WINGSPAN	78"	WEIGHT	17 LBS
WING AREA	1453 SQUARE INCHES	TURBINE	11-14 LB THRUST
LENGTH	80"		

**DEADLY SINS (CONTINUED)**

Most transmitters have built-in voltage meters; I don't fly if the voltage is less than 10 volts—just to be safe. You can check receiver batteries with an inexpensive voltmeter (which should be part of every flight box), or you can install an onboard voltage indicator like the Hobbico VoltWatch. Remember—low batteries lead to dead airplanes. This is one case where an ounce of prevention is worth a pound of cure.

*My own preference is the volt-watch, put it in the right place and you can tell at a glance as soon as you turn on the plane (Ed.)*

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 .....
- June 3rd.....Forest Festival Parade (float)
- June 10th.....Display at Walmart
- June 11th .....Public Fly-In
- July 15th.....fly-in with novice fun fly - 9:00 a.m. to ?????
- August 12th & 13th.Pylon Race (tentative)
- August 19th.....Scale fly-in with novice fun scale event - 9:00 a.m. to ????
- September .....Fly-In 9:00 a.m. to ????
- October .....
- November.....
- December .....Christmas party

**It's time for 2006 dues, dues are \$40.00**  
 Check out our web site at <http://sfrcf.quintex.com>