



SANDERSON FIELD R.C. NEWS



CHARTER NO. 3079

NW model Expo 6,7,&8 Pylon Race Feb 8th

CLUB MEETING

*This months meeting will be held
on Thursday February 12th from
7:00 p.m. to 9:00 p.m.*

at PUD #3

At 3rd & Cota

No Minutes from the Christmas party.

Treasurers report was read and accepted as read.

Dick Robb talked about the upcoming years event schedule and proposed the 18th and 25th. We also talked about getting the gym instead of the Sub if the cost isn't prohibitive.

That way we could do some indoor flying.

You would be able to fly without an extra fee if you bought a table or for a \$5 landing fee if you didn't.

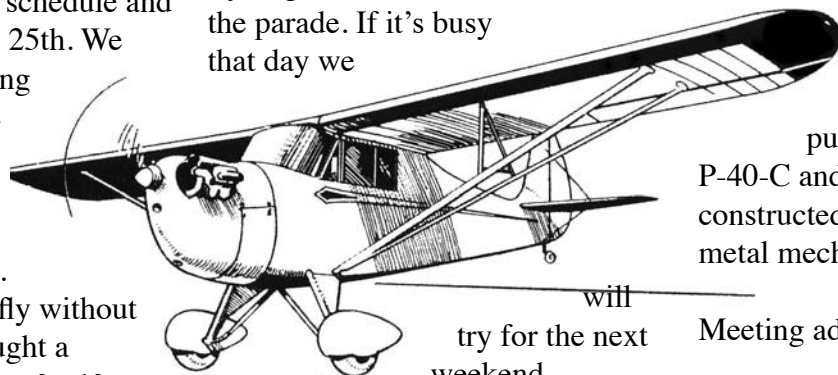
Sharon Diaz made a motion to try and get the gym, motion seconded and carried.

Sharon Diaz noted that it might be a good idea to get some flyers made for Monroe. Club members will have 8 tables there and it would

be good to get some publicity for the swap meet. The secretary will make one up and e-mail it to her.

Dick Robb suggested we might change our annual scale event to a 2 day FUN scale event at the grass field. The event would have a \$5 landing fee.

The other events for the year (one a month starting in May) will be the same weekends as last year adjusted for the new year. We will try to get Walmart/soccer field after the parade. If it's busy that day we



will
try for the next
weekend.

getting some corner markers so field layout would be easier.

Jody Diaz proposed that we get Hunter Farms paid this month. The treasurer was asked to cut a check to Hunter Farms for the same as last year.

Bob Beatty showed his new Black Horse Models T-28. It's a well constructed model with canopy and pilots pre installed. Stacy Myers has about 5 flights on his and considers it a great flying plane.

Dick Robb recently purchased a Black Horse P-40-C and thought it was also well constructed and also includes all metal mechanical retracts for \$200

Meeting adjourned 7:40

Dick Robb talked about setting a schedule for Hunter farms field maintenance so the people doing the mowing could get more help. I have to say that I didn't get one call for help last year, and only heard after the fact that the mowing was done... Dick also talked about



Just a reminder that the locks have been changed... you'll need to renew your membership before you can get back on the field, not that there has been any flying weather...

Learning to Fly at SFRCF

<http://www.selectdigitals.com/articles/learning-to-fly.html>

Learning to Fly at SFRCF

By the time you read this article, it is possible that Christmas will have come and gone. Many individuals, unfamiliar with radio-controlled(RC)airplanes, will be looking forward to flying new aircraft. These lucky future pilots, and those who are still thinking about entering the hobby, might benefit from the experiences of an RC pilot still in flight training.

I am now a senior citizen and have been interested in model airplanes since I was a youngster. Although I had many false starts in the past, I never earned my wings as an RC pilot. In July, 2008, I decided to try again.

My first step was to join the local RC club, the Sanderson Field

RC Flyers(SFRCF). I knew that I would need help in selecting a training aircraft and in learning to fly. Learning to first fly something other than a trainer aircraft and without an experienced flight instructor can quickly end, at the very least, in a crash.

Besides the club-membership fee, and since SFRCF is an Academy of ModelAeronautics(AMA) sanctioned club, I also had to join the AMA in order to fly at SFRCF's flying fields. The AMA has defined rules for safe flying and also provides insurance for flight-related personal injury or property damage.

My next step was to determine what kind of plane and equipment to buy. Since I wanted to make the right purchase decisions and wanted to explore the many possibilities, I initially attended club meetings and flying events as a

spectator. At the meetings and events, I was able to look at many kinds of aircraft and benefit from the advice and suggestions of the pilots.

While I was accumulating the information I needed to purchase my own plane and equipment, I decided to invest in an RC flight simulator.

Using a flight simulator is a great introduction to RC flying -- without the risk of an expensive "real" crash. The simulator I purchased ran well on my old Windows-2000 computer. Using the simulator helped me learn the basics of RC. Most importantly, the simulator helped me learn the correct stick control for an approaching aircraft (something even "real" pilots find difficult). As I progress in my flight training, I will be able to practice more advanced flying maneuvers on the simulator first.

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

CLUB OFFICERS

President	Eric Oberg	(360)426-8777
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.....	Eric Oberg	(360)426-8777
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

Learning to Fly at SFRCF (continued)

By the end of August, I found a suitable training aircraft at a price I could afford. I was fortunate in finding a newly released, Ready to Fly(RTF) package that included an electric-powered aircraft with a new technology 2.4GHz RC transmitter and receiver.

After receiving and assembling my new aircraft, and on the next good flying day, I reported to the field ready for my first flying lesson. Bob Beatty, my flight instructor, taught me how to ground-check the aircraft.

Bob then made the maiden flight to trim the flight controls. After completely flight testing the aircraft, Bob safely landed the plane and taxied it back to the flight line.

The next flying day, and after recharging the flight battery, Bob taxied the plane onto the runway and, after a successful take-off, allowed me to assume control and actually fly it. I could do this safely because my transmitter was linked to the Bob's transmitter by a cord that allowed him to resume control at any instant. What a thrill! After about 10 minutes, Bob resumed control of the aircraft and made a safe landing.

Since my first flight, I have had many more training sessions. There have been a few "close calls" but I was "saved" each time by my instructor.

A few times, I let the plane get too far away and lost "orientation": I was not sure just what stick control to use to bring the aircraft back. Again, my instructor resumed control and brought the plane back so that I could continue flying. Once or twice, particularly when it got a little too breezy, I had Bob "bring it back alive" and safely land the plane.



After several sessions, I was allowed to control the plane during takeoff, Ramping up the engine to full power and trying to keep the plane rolling straight down the runway was a little scary--particularly if there was a breeze. Because of the large rudder/stabilizer area, a cross-breeze could cause the plane to turn off the runway. This required learning how to manage the throttle, rudder, and elevator in order to achieve a good take-off.

At the end of the flying season, I did manage a couple of landings. True, the landings were "bouncy" but I was still able to land the plane and taxi it back in one piece. The day I was able to complete a take-off, flight, and landing (still attached to the safety of my instructor's transmitter) was a "red letter" day!

I had previously been concentrating on keeping the airplane in the air and it was quite a switch to cut the power and allow the plane to fall towards the ground--on purpose. I am looking ahead to the next good flying days to continue my landing practice.

In the Pacific Northwest, our flying days are somewhat limited. I will need a lot more flight training before I can qualify for my "wings." I am looking forward to some good flying weather so that I can resume my training. In the meantime, I will continue to practice on my flight simulator. At the same time, Bob, my flight instructor, can fully recover from the stress of protecting his student from catastrophe.

Thanks to everyone at SFRCF who has given me the advice and encouragement that has enabled me to reach this point in my new flying career.

US Airways has a new airliner in their stable.

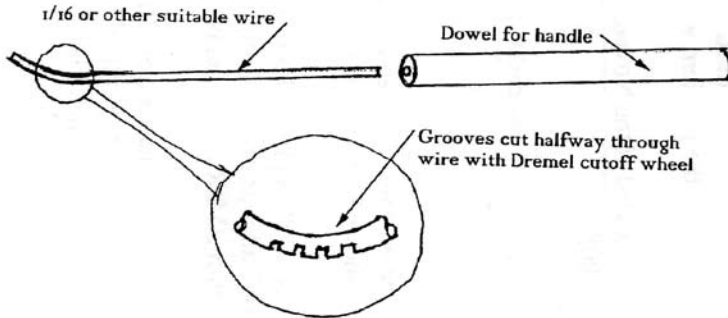


TIPS

Balsa Grooving Tool

By Jerry Sullivan

I recently wanted to cover the plain old landing gear on my Power Scale S.E.5a with balsa to gain a few more scale points. In the past I have used four pieces of balsa to make a little box around the wire. For this try I figured that two pieces of balsa with a groove in each would do the job.



I did have a miniature round wood rasp that did the trick.

However, to assist other modelers who might not have such a tool, I wanted to give them a way to do it.

I took a 1/16-inch diameter wire and bent one end into a gentle curve. I drilled a hole in the end of a dowel as a handle, and CAed the wire into the handle. Using a straight edge on my work piece, a few quick strokes make a dandy groove. You will have to clean out

the grooves occasionally. Repeating on the other work piece gave me a pair that could be glued around the wire. Use of CA will

hold the balsa leggings to the wire.

off. REMEMBER the blade is very sharp, so do this carefully using appropriate tools to hold the blade while removing the back.

Use CA to glue the blade to one end of a piece of 1 x 6-inch balsa as shown. The thickness should match the size of the longeron/stringers. Use 1/16 for small models, 3/32 or 1/8 for larger. Just a couple of drops of CA will hold it. Do use a fan to blow the air and CA fumes away from yourself or anyone else. CA fumes carry the risk of serious illness to all who breathe them. Put a couple of drops of CA on the blade and drop another piece of 1 x 6-inch balsa of the same thickness on the assembly. Put CA along the joint, keeping it away from the exposed blade. Harden the very tip of the tool with CA.

Mark the tool with a warning label that the blade is sharp. Trim the tissue with the edge to be cut on a trimming pad. Rock the fuselage as you go along so that the actual cutting area is supported. You can tip up the trailing edge of a wing while cutting the leading edge.

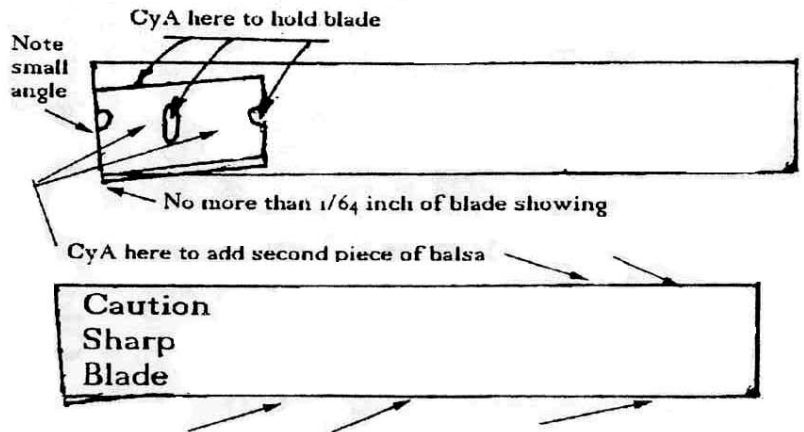
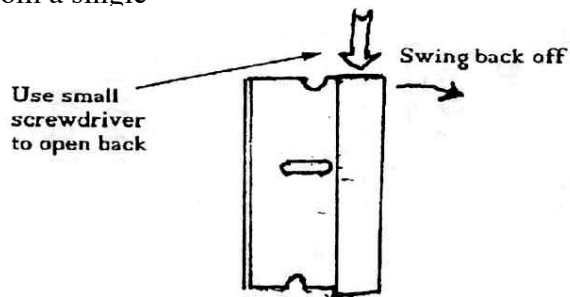
Inexpensive Tissue Trimmer

By Jerry Sullivan

I sometimes (no, all the time) have trouble trimming the wing or fuselage tissue to get a nice straight fold over to lock the tissue to the model. I have tried to use the commercial trimmers, but they were made for big models generally covered with MonoKote. I have tried to cut the tissue using a razor blade space from the model with a stick of balsa. This kind of works, but needs more hands than the two with which it was issued. The fol-

lowing is an easy way to make a tool that I dreamed up which works quite well.

Remove the back from a single-edge razor blade. Use a small flat blade screwdriver to open one end and then just swing it



February 2009						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3 7:00p SFRCF Board Meeting	4	5	6	7
8	9	10	11	12 7:00p SFRCF Regular meeting	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28

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 2009

- January 1st.....First fly of the year - No go... snow and rain
- February 8th.....Pylon Race - Come out and help officiate
- March 15thPylon Race - Come out and help officiate
- April 12thPylon Race - Come out and help officiate
- April 18thSanderson Field RC flyers annual swap meet 9:00 to 12:00 SHS Sub
- May 10th.....Pylon Race - Come out and help officiate
- May 23rd.....Fly-In - 9:00 a.m. to ?????
- May 31stForest festival Parade float
- June 1st.....Public Fly-In 9:00 a.m. to ?????
- June 6th.....Open House Fly-in/work party - Hunter Farms
- June 20th.....Public Fly-In 9:00 a.m. to ????
- July 18th.....Scale fly-in/Public/potluck BBQ - 9:00 a.m. to ?????
- July 24th - 26th.....Pylon Race - Locked**
- August 22nd.....Fly-In 9:00 a.m. to ?????**
- August 28th-30th.....Pylon Race - Locked**
- September 12th.....Fly-In 9:00 a.m. to ????
- October 10th.....Fly-In 9:00 a.m. to ????
- December 10thChristmas 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>