



SANDERSON FIELD R.C. NEWS



CHARTER NO. 3079

CLUB MEETING

This month the meeting will be held on Thursday January 12th. Doors open at 6:00 p.m..

at PUD #3

At 3rd & Cota

No official meeting in December, Great Christmas party - No minutes Treasurers report was read and accepted as read.

The combinations have been changed for the new year on all the locks. The new combinations are on your club card.

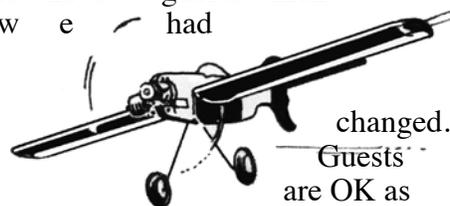
Tom Strom discussed the new contract. The major differences from last year are:

Required days; last year we had to schedule 8 days and were required to pay even if we cancelled. This year we have only 4 days scheduled and we can cancel with as much notice as possible.

Non-Exclusive events; Last year, we couldn't schedule fly-ins with out paying the \$300 per day. This year we can again schedule fly-ins (which can be sold, this is the way it used to be before last year.) It remains to be seen how much benefit we will see from this, if the car

clubs don't go to the new track. Days lost due to other people using the field; We tried to get back money lost for all the days we loose when other people are using the field at a little over \$5 a day but were told that we are leasing FREE days, so we had them change the language in the contract to reflect that.

Guests; There was some pretty ambiguous language on our ability to have guests which we had



changed. Guests are OK as long as they are AMA members.

Anyone who wants a copy of the contract, email me and I'll send you one.

Dick Robb noted the owner of Windcrafters has passed away and at some point it may be possible to get channels 11-15 on the FM band back at some point. Tom Strom has removed the plastic barriers at the pilot stations out at Hunter farms as most of it had broken free of the posts. He noted the ground was wettest at the back of the pits and the runway had no standing water. Dick Robb sug-

gested we may need more gravel in the parking area. The new signs for Hunters and Sanderson field are in the process now and should be done fairly soon.

Gordie Osberg asked how many new members we have gotten from having a control line circle and could we eliminate it. It was decided last September to try the current configuration for a year before changing. Gordie also asked for notification of work parties at Hunters. Most of last years work parties were spur of the moment but I will try harder to get notification out.

Every one should have gotten an email from the AMA on the talks with the FAA, if you haven't gone to the AMA website and listened to the talks I highly recommend it. It's pretty informative.

Dick Robb noted that a couple of guys from the Olympia club Silent flyers have gone into the kit manufacturing for electric models. www.premierbalsakits.com Check them out.

Royce Tivel talked about the construction of his new Tele-master ARF.

Gordie Osberg asked if we would be able to fly micro's in the PUD auditorium until we move to the new auditorium. This should be no problem as long as there are open days.

Meeting adjourned at 7:56

Put Skis On Your Models (for your winter wings)

Bob Karasiewicz, Roxbury Area Model
Airplane Club, Chester NJ

You've probably noticed it's gotten pretty cold and unfriendly outside. That only means it's time for the winter duds. Did you ever think how cool it would be to fly from the snow?

Get some skis, dress warmly, and go flying! I like the DuBro line of skis because they have a good torque rod set up to keep them at the proper angle to the airplane.

The proper angle means the front of the skis is higher than the back with respect to the airplane fuselage. This means when you land, the skis won't dig in and flip the airplane. There are other

commercial skis out there so don't hesitate to use them. Look for a sturdy spring system to keep the skis at the proper angle. Also, look for a reliable way to put the skis on the landing gear.

If there are several inches of snow, don't think dressing for cold weather will keep you warm for hours. Waterproof boots, double socks, and long underwear are needed. Hunters already know this. If your flying field has a heated shed, that is the best way to keep warm. You can run out and fly for 15 minutes, then run back inside to warm up.

If you have floats, you'll find that flying off snow with them is easier than flying off water. Snow can be an abrasive, so if your

floats are painted, using them on snow may require another coat of paint later. I wouldn't use molded fiberglass floats in the cold as the material gets brittle. Plastic floats work great, such as the ones made by GeeBee Products.

Taking off and landing on snow is as easy (or as hard) as doing it on grass. And it is often much prettier.

The PUD is moving to the new facility on John's Prairie in March. Our meetings will be held there if all goes according to the current plan. I'm told the new facility will have a bigger meeting room and it will still be free to use.

FOR SALE - CONTACT TOM STROM JR. 360-350-0181



Great Planes .60 size Little Toni ARF New in Box
Tower Price - \$240
For Sale - \$175



EFlite PT-19 450 ARF Brand New in Box
Horizon Hobby Price - Discontinued
For Sale - \$75



EFlite LR-1A Pogo 15e ARF Brand New in Box (Includes Spare Hardware Set, Spare Wheel Pants, Spare Top Deck)
Horizon Hobby Price - \$140
For Sale - \$100

Tip and Tricks - Hinge installation

Jim Bronowsky, Mid-Missouri Radio Control Association, Columbia MI

If you are working with an almost-ready-to-fly (ARF) aircraft or are building from a kit or scratch, you will be installing hinges. This is a critical step in model construction. If the control surface binds or has too much of a gap, your baby is going to be a dog and you will have definite control problems.

There are two basic types of hinges: the "living" hinge that is installed using CA glue and the "pinned" hinge that is put in with epoxy. There are advantages and disadvantages to using either type. I have used the living hinge for several years and like the fact that it only takes a few drops of CA to set the hinges in the control surface; however, I have had these hinges break and always seem to get the CA all over the covering, no matter how careful I am. I also

have glued the control surface to the wing and tail.

Recently, I went back to pinned hinges. These hinges move with much less resistance and are more durable. I cover the hinge with lip balm before installing it with 5-minute epoxy. When the epoxy dries, the excess can easily be removed from around the hinge.

The Great Planes Slot Machine is a good investment, and it makes hinge installation much easier. Just hang on tight when you start it or you'll have a hinge slot where you probably don't want it.

Finally, after you have a control surface that moves easily and permits adequate throw, don't forget to seal the gap. It is amazing how much difference this will make in the performance of your aircraft. A roll of clear MonoKote will seal the control surfaces of all the aircraft you have. It also keeps the hinges secure and helps prevent control surface flutter.

From the Control Tower

Tower: "Delta 351, you have traffic at 10 o'clock, 6 miles!"
Delta 351: "Give us another hint! We have digital watches!"

One day, the pilot of a Cherokee 180 was told by the tower to hold short of the runway while a DC-8 landed. The DC-8 landed, rolled out, turned around, and taxied back past the Cherokee.

Some quick-witted comedian in the DC-8 crew got on the radio and said, "What a cute little plane. Did you make it yourself?"

Our hero the Cherokee pilot, was not about to let the insult go by, came back with a real zinger: "I made it out of DC-8 parts. Another landing like that and I'll have enough parts for another one."

A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asked, "What was your last known position?"

Student: "When I was number one for take-off".

DUES ARE \$100.

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/ (206)246-4258
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

February 2012						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
5	6 9:00a RC Breakfast	7 7:00p RC Board meeting	8	9 7:00p SFRCF Meeting	10	11
12	13	14	15	16	17	18
Northwest hobby expo						
19	20	21	22	23	24	25
26	27	28	29			

Nothing is being scheduled yet so this empty calendar could change, Check the website before heading to Sanderson field
<http://sfrcf.quintex.com/event/events.html>

Club Scheduled Events for 2011

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
 May 12th Club fly-in
 June ?? Forest Festival parade
 June 16th Club fly-in
 June 30th-Jul 1st Pylon Race
 July 14th Club fly-in
 August 4th Club fly-in
 August 18th-19th Pylon Race
 September 22nd Club fly-in

It's time for 2012 dues, dues are \$100.00

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