



# SANDERSON FIELD R.C. NEWS



CHARTER NO. 3079

## CLUB MEETING

*This months meeting will be held on Thursday March 11th from 7:00 p.m. Doors open shortly after 6:00 pm.*

### *at PUD #3*

*At 3rd & Cota*

January Minutes were read and accepted as read.

Treasurers report was read and accepted as read.

Chuck noted that Torrie Peckam changed her major and is no longer eligible for the scholarship, the money has been returned.

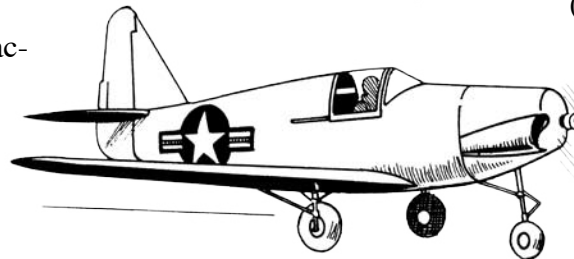
Dick Robb noted that since the Boeing Hawks went under no one is producing a list of events around the Northwest. Since that was where he was getting the list for our web site only events that the secretary is notified of will be on our web site.

Dick also mentioned Thom Martin would like our event schedule.

Gordon Osberg withdrew his motion to wait on the Hunter Farms payment. (Payment was made around February 17th.

Chuck Kentfield brought up the fact that people fly over people on the ground at Hunter Farms. Especially in October during the pumpkin patch event. The pertinent rule is:

**1. All pilots shall avoid flying models over unprotected people. (from the 2010 AMA safety code).**



Eric noted that we need to be more careful when the parachutists are in the air also. He has heard what may be described as grumbling about us being in their airspace.

*(I suggest we send someone over to talk to them, they seemed pretty friendly the last time I talked to them and they had RC flyers at their last place of business)*

The secretary noted that the schedule is

getting pretty full of car clubs on weekends for the summer.

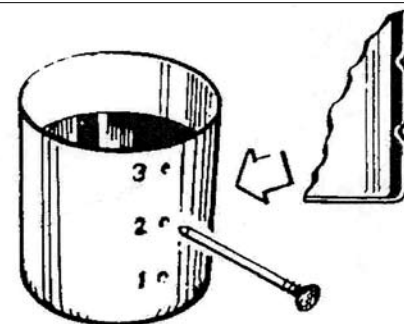
John Tupper noted that the bundles on the North end of the run way are for a moisture test for the electric plant planned for John's Prairie.

Lonnie Stuck noted they used to fly at McDonalds farm in the past. (Between Shelton and McCleary).

Bob Beatty showed the Goldberg Bucker Jungman kit he built for Chuck Kentfield

Eric Oberg showed the clipped wing Taylorcraft ARF he built.

Meeting adjourned 7:45



### NEAT MEASURING CAN

A smart way to calibrate the *inside* of an empty soda can so that the correct proportions of epoxy can be poured in for mixing—just indent on the outside of the can with a blunt nail, taking great care not to perforate the can.

# On the Safe Side

## Distraction Action

By Don Nix, Insider Safety Column Editor

Once upon a midnight dreary, as I pondered weak and weary.... Actually, it was last night, considerably before midnight, not dreary at all, while I was pondering what to write for this column. Then I began to recall some incidents where distraction at the flying field had caused crashes. Here are two in which I was personally involved. As I've mentioned in past columns, when I lived in Southern California most of my flying was done at Mile Square Park in Orange County. Mile Square was the busiest RC park I ever saw, and quite possibly the busiest in the US. I say "was," because it was closed to model flying some years ago.

The runway was an abandoned WW II military airfield, the RC part 2,000-foot long. There were 12 pilot stations, and on good weather

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**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  
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**Make checks payable to SFRCF**

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weekends it was not unusual to have 50 or 60 fliers at the field and all 12 stations "hot" at the same time. One particular distraction incident remains clear in my memory although it took place more than 20 years ago.

A good friend of mine did a lot of teaching. When newbies came to fly for the first time, they were usually directed to George to get them on the buddy box and start learning. One Saturday, George called me over just before starting a beginner's engine.

"Don, before I get this fellow on the buddy box, you take his transmitter. After takeoff, I'll trim mine, then turn it over to you to get his box trimmed out so he won't have to struggle with it." I agreed, and after George made a couple of circuits said, "Okay, Don, you take it and trim his box."

I had control of the model for perhaps a hundred yards when we heard someone scream, "HEADS UP!" followed by the unmistakable sound of a model under full power and, even without seeing it, could hear it was coming toward us.

Naturally, we ducked and a split second later the airplane crashed hard on the pavement three or four yards from our feet. As soon as we realized we had not been hit, our attention turned back to the model we were test flying. This happened to be at a moment when almost all the other stations had models in

the air at the same time. The sky looked and sounded more like a swarm of large bees than a model flying field.

Scanning the air for our model, George yelled, "I've got it!" quickly followed by, "No, that wasn't it; I think it's that one!" The sun was at the point where most of the airplanes in the air appeared to be almost silhouetted against the sky and were hard to distinguish from each another in the flock on the far side of the circuit.

George repeated the phrase two or three times over the next 15 seconds, until it was obvious that none of the models were ours and that it was apparently gone into Never-Never Land out of sight somewhere beyond the trees in the distance. There was nothing to do but hand the owner's transmitter back to him, tell him we had no idea where his model had gone, followed with a heart-felt apology. Understandably, the fellow was somewhat bewildered and heartbroken, having no idea such a bizarre thing could happen. However, this story does have a happy ending.

About a half-hour later, while the owner was packing up his gear to leave, a van bearing the logo of a gas station/auto repair shop came driving up. The driver got out, picked "our" model, totally unblemished, out of the back and asked, "Does this belong to someone here?"

After we got control of our aston-

# On the Safe Side (Continued)

ishment, he explained: He and another mechanic were working on a car when one of them looked up in time to see the model, propeller stopped, rolling up quietly into an empty service bay. One exclaimed, "Where the (bleep) did that come from?" By then, several had gathered around, and one commented that a lot of such models were flown at Mile Square Park, a couple miles distant, so they decided to give it a try. Obviously, the plane, perfectly trimmed by George, had flown the distance, run out of fuel and glided to a stop, just yards from a busy street.

I realize the above sounds totally unbelievable, but I was there. There is also a good lesson hidden in that incident. The last time I looked, a couple of lines in the AMA rule book clearly state that each model should have the owner's name, address, and phone number somewhere on or in it. This is a rule that is rarely taken seriously.

The second incident of distraction disaster took place back in the 1990s after I had moved back to Texas and was living in a small town near Austin. A friend from out of state was visiting, expressed curiosity about RC flying, and I, anxious to show off, said, "Hey, I have permission to fly models at our little local airport. C'mon ... I'll show you how these things work!" I took my favorite, a big 1.20-powered aerobatic model. As I was putting the wings on, getting fueled up and ready to go, I was being a smart guy, explaining how every-

thing worked. My friend stroked my ego with admiring comments. I started the engine, taxied to the takeoff spot, shoved the throttle full forward, broke ground and started a great climb-out. What happened next wasn't pretty.

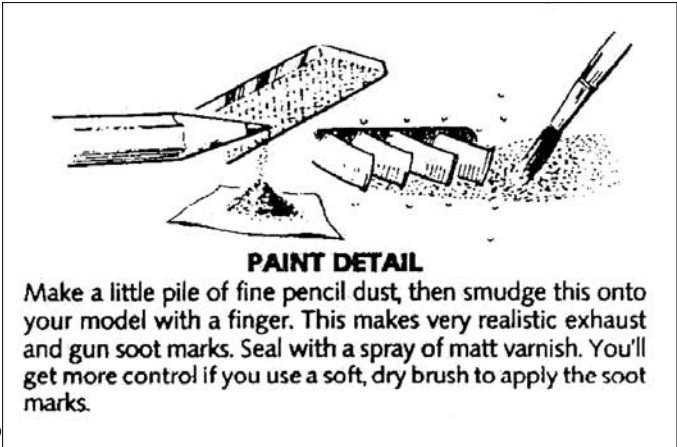
Almost immediately, the model became uncontrollable, trying to roll from side to side. Within another two or three seconds it rolled on its back, diving straight into the pavement. I was stunned. We went over, picked up the wreckage and took it back to my van. I took the wings off, commenting lamely that the only thing I could think of was radio interference, which I had never experienced at that field.

I unbolted the wing, lifted it off and reached to disconnect the aileron servo

leads from the receiver and found I didn't have to. In my eagerness to impress my friend and basking in the glow of his comments, I had never connected them. Having been a full-scale pilot for decades and thousands of flying hours in addition to years of flying RC, I truly believe this was the single, solitary time in either that I never checked for full movement of all the controls before takeoff.

We should never, ever be complacent about safety, no matter what the level of our experience—novice or expert.

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CLUB OFFICERS		
President .....	Eric Oberg .....	(360)789-6011
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Secretary .....	Bob Beatty .....	(360)426-5601
Safety Officer.....	John Tupper.....	(360)426-6383
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Board Member.....	Eric Oberg .....	(360)789-6011
Board Member.....	Jody Diaz.....	(360)427-6102
Board Member.....	Stacy Myers.....	(360)426-9367
Board Member.....	Bob Beatty .....	(360)426-5601
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Alt Board Member .....	Bob Mason .....	(360)426-9256
Alt Board Member .....	Chuck Kentfield .....	(360)866-9473

March 2010						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3	4	5	6 WWSCC - car club
7 WWSCC - car club	8	9	10	11 6:00p SFRCF Regular meeting	12	13
14	15	16	17	18	19	20
21 WWSCC - Sports cars	22	23	24	25	26	27
28	29	30	31			

This month we have 3 closures, so far...Be sure to check the Events page on the Web Site.

<http://sfrcf.quintex.com/Events.html>



*Event dates in black or red are scheduled. Events in gray are proposed.*

## Club Scheduled Events for 2009

- January 1st.....First fly of the year
- April 25th .....Pylon Race - Come out and help officiate
- April 17th .....Sanderson Field RC flyers annual swap meet 9:00 to 12:00 SHS Sub
- May 23rd.....Pylon Race - Come out and help officiate
- May 15th.....Fly-In - 9:00 a.m. to ?????
- June 5th.....Forest festival Parade float
- June 12th.....Public Fly-In 9:00 a.m. to ?????
- June 26th-27th.....Pylon Race - Locked
- July 17th.....Scale fly-in/ Public/ potluck BBQ - 9:00 a.m. to ?????
- August 14th.....Fly-In 9:00 am to ????
- August 21st-22nd ....Pylon Race North vs South- Locked
- September 11th .....Fly-In 9:00 a.m. to ????
- October 9th.....Fly-In 9:00 a.m. to ????
- December 9th .....Christmas Party 6:00 p.m. to 9:00 p.m. (potluck)

**It's time for 2010 dues, dues are \$100.00**

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