



# SANDERSON FIELD R.C. NEWS

SFRCF Swap meet April 14th



CHARTER NO. 3079

## CLUB MEETING

*This months meeting will be held  
on Thursday April 12th at 7:00  
p.m.*

*at PUD #3*

*At 3rd & Cota*

Treasurers report was read and accepted as read

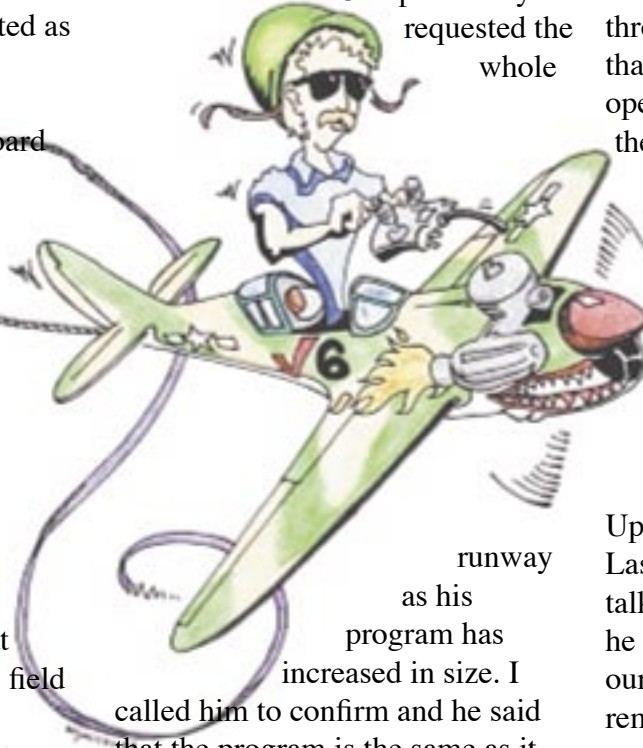
Minutes were read and accepted as read

Jody Diaz talked about the board meeting which was mostly about the lock situation and to possibly approach the Port about an alternate flying site. The new site under consideration is towards the north end of the abandoned runway near the wood storage building. The board decided to recommend that we wait until fall or until something happens to block us off the field. It was felt that we might be forced to a grass field prematurely.

The Port has requested we put a keyed lock on our gate as there has been too much unauthorized access. This has been done and everyone should have a key by now. We have received a letter documenting the request and I have replied with a letter requesting

more information on the security breaches. I will check with Bob Robinson when I get a reply if it is from Terra and not Bob to make sure he has read it.

I was asked to get a reply from Steve Stewart on the DOL motorcycle program, Terra told Dick and I that DOL specifically requested the whole



runway as his program has increased in size. I called him to confirm and he said that the program is the same as it always has been and "she must be thinking of someone else".

Stacy Myers stated that on the day before the last Pylon race when some of the racers were practicing, when Stacy went to

leave the combination lock was through the chain and not the other lock. I was requested to remind everyone of the proper way to lock the gate. Now it's even worse as the combination lock back with a different combination so there are 3 locks. The proper way to lock the gate is ALWAYS lock our lock through the other lock. Make sure that if any of the three locks is opened it would provide access to the field to who ever is unlocking that lock.



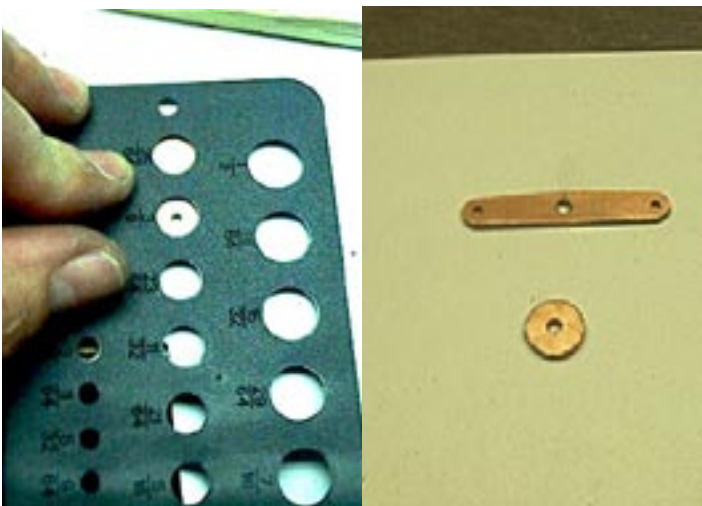
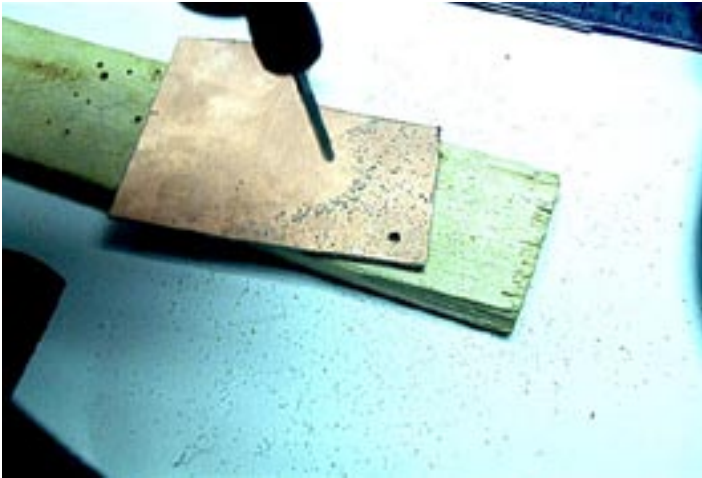
PROPER WAY TO  
LOCK THE GATE

Update:  
Last time I was up at the field I talked to the grounds manager and he thought the combo lock was ours, when I told him it wasn't he removed it.

The Scholarship packet has just arrived and will be gotten to the committee.  
Bill Bunce showed his YAK 54 that was for sale.

Meeting adjourned at 7:35

## Custom F6F Tail wheel retract (continued)



Before we can finish the attaching the yoke permanently we need to smooth out the forks. Mix a batch of Micro-Balloons and 5 min epoxy, use plenty of MB. I like the 5 min because of the fast drying time, use whatever you like but just make it thick so it will stay put.



We need to finish out the yoke by adding a small bearing and a control arm. First drill a 3/32" hole in some PC Board. Then draw a 3/8 circle around it. Trim it out with tin snips and then finish sanding on the bench disk sander. Cut a strip for the steering arm that is about 1/4" wide and 1 3/8" long, drill a 3/32" hole in the middle and two small holes on the ends for the steering line.



IN SEPTEMBER 1956 IBM LAUNCHED THE 305 RAMAC, THE FIRST COMPUTER WITH A HARD DISK DRIVE (HDD). THE HDD WEIGHED OVER A TON AND STORED 5MB OF DATA.

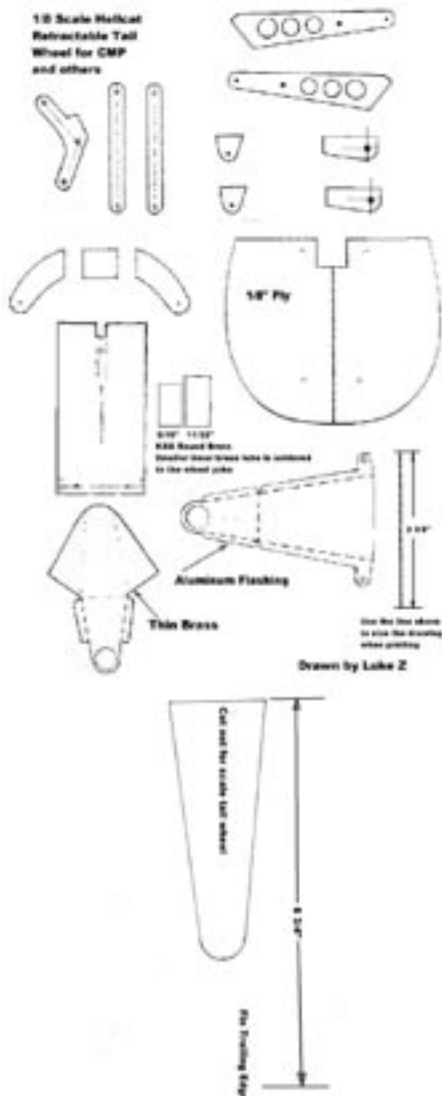
MAKES YOU APPRECIATE YOUR 4 GB USB DRIVE, DOESN'T IT?

# Custom F6F Tail wheel retract (continued)



Now the last of the soldering! When we attach our retaining washer on the steering rod we need to allow for some clearance, if we don't and you make the joint very tight then it will bind when pulling force is applied to the steering arm. I use 2 pieces of card stock as a clearance gauge.

Apply a clamp if needed and solder the control arm on, solder on the top and bottom of the arm. That's it, you're done with the construction of the tail wheel!



I hope someone found this as interesting as I did, I know it's been going on for a long time now so I'll cut it off here. If you are interested in modifying this retract for some project of your own, I have a pdf of the whole thing including final assembly, painting, templates and even the construction of a scale wheel. For those getting a paper newsletter, the color pictures are much nicer. The copy machine doesn't help the clarity either. Drop me an e-mail and I'll be glad to get it out to you.

## 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

# ON THE SAFE SIDE

## ON THE SAFE SIDE What Really Happened?

by Jim Rice, District VIII Vice President  
and former Safety Coordinator

Safety is mostly about crashes and avoiding them or ensuring they occur in safe places. There is a lot more about safety but for this safety note, I want to talk about crashes.

When it comes to safety, it is always you first and your airplane is a long way back in second. Try your best to save the airplane and keep it in a safe area but put it in the ground, trees, or water before you endanger someone—including yourself—or someone's property.

As I have said before, there are roughly 1,000 things that can kill an airplane and I have 750 covered, but that doesn't mean that I am rolling over and letting it happen to me. Every time I crash or am present when a crash occurs, I try to do a thorough accident investigation (post mortem if you will) to find out what happened so I (we) can avoid recurrence.

I would say in my experience and observation, well more than 70% of all RC aircraft crashes are caused by the pilot, not the airplane or the radio failing. On the other hand, less than 50% of the crashes are acknowledged to be dumb thumbs (careful investigation shows that 43.2% of all statistics are made up ... LOL).

The first thing you have to do in your investigation is determine if it



was you or not. You don't have to tell me or anyone else the truth but if you want to stop the next crash, be honest with yourself about this one. You can tell me you don't know what happened when you know you pulled when you should have pushed.

I may know the truth but I am not the one who has to stop your next crash—you are! So if you are the culprit, relive the incident and determine what exactly was going on and what you did to get into trouble or to make trouble worse.

Once you figure out what you did, get on a simulator and try to recreate the same scenario and do it

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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 2007 AMA MEMBERSHIP  
AND A SELF ADDRESSED STAMPED EN-  
VELOPE TO THE TREASURER:***

***CHUCK KENTFIELD  
3122 Madrona Beach Rd  
Olympia WA 98502***

***Make checks payable to SFRCF***

until you survive repeatedly. If you don't have a simulator, find a friend with one or go to the field and get to a safe altitude then go higher before you try to recreate.

Now if you have been honest and it really wasn't you, then gather all of the pieces you can and see what or who the real culprit is.

You will want to inspect glue joints, wires, and connectors, switches, batteries, receivers etc.

If you can put it all together at the field and try it, other people will help you troubleshoot and think through it and it will be fresh on your mind. Careful, it might be too fresh (that is why I don't wear a neck strap with my radio. When I get mad I can't throw it as far ... LOL).

The last crash I helped investigate was a result of a previous crash that had not been completely repaired. In flight, the wing suffered a failure at an old fracture that had not been noticed or repaired.

If anything was observed departing the aircraft before the crash, try to figure out what it was and locate it if you can. It may well be the cause and it would be good to inspect it to discover the reason for its failure.

Stay on the case until you know what happened or you just can't explain it.

If you figure out what caused it, your number of covered items may go above my 750. If you share the information, everyone's number of covered items will improve.

Fly safely and have fun!

April 2007						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1 DOL	2	3 7:00p SFRCF Board Meeting	4	5	6	7
8	9	10	11	12 7:00p SFRCF Regular meeting	13	14 Swap Meet
15	16 WSP - Whole runway from	17 Mason county Sheriffs - North End	18	19	20	21
22	23	24	25	26	27	28
Mason county Sheriffs - North End						
29	30	1 7:00p SFRCF Board Meeting	2	3	4	5
Mason county Sheriffs - North End						DOL

April looks pretty full but most of the time it's only at the north end. The 16th the entire runway is being used until 3:00 pm and the 17th it's being used until 10:00 am. When people are on the runway at the North end please don't overfly them. The best thing to do is just stay away from them.

Don't forget the swap meet on April 14th. Setup starts at 8:00 am and the doors open at 9:00 am.

BELOW ARE THE SCHEDULED EVENTS FOR 2007

## Club Scheduled Events for 2007

- January 1st.....First fly of the year (success in the rain)
- February 11th.....Pylon Race
- March 18th .....Pylon Race
- April 14th.....Sanderson Field RC flyers annual swap meet 9:00 to 12:00 SHS Sub**
- May 12th.....Fly-In - 9:00 a.m. to ?????
- June ??.....Forest festival Parade float
- June 9th.....Display at Walmart
- June 10th.....Public Fly-In 9:00 a.m. to ????
- \*July 21st.....fly-in - 9:00 a.m. to ?????
- \*August 3rd - 5th.....Pylon Race
- September 15th.....Fly-In 9:00 a.m. to ????
- October 6th.....Fly-In 9:00 a.m. to ????
- December ?? .....Christmas Party

These dates are subject to change with 1 week notice.

\*These dates are locked in

**It's time for 2007 dues, which are now \$40.00 .**

You can pay your dues before you get your 07 AMA card but you won't get a club card till you get the AMA card.

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