



# SANDERSON FIELD R.C. NEWS



CHARTER NO. 3079

## SFRFCF Swap meet April 19th

### CLUB MEETING

*This months meeting will be held  
on Thursday April 10th at 7:00  
p.m.*

*at PUD #3*

*At 3rd & Cota*

The Port has requested we participate in their flight expo in September. It's happening the same weekend as our fly-in - Sept. 13th

Minutes read and accepted as read.

Treasurers report read and accepted as read.

There has been some confusion about pylon race scheduled for Sunday April 20th. The Port office manager has upgraded to a new scheduling program which apparently isn't compatible with mine. I believed it had been scheduled over by the port. I emailed Tom Jr. and they decided to cancel. I let him know about the mixup but I don't know if the race will be held or not. I'll send out an email when I hear.

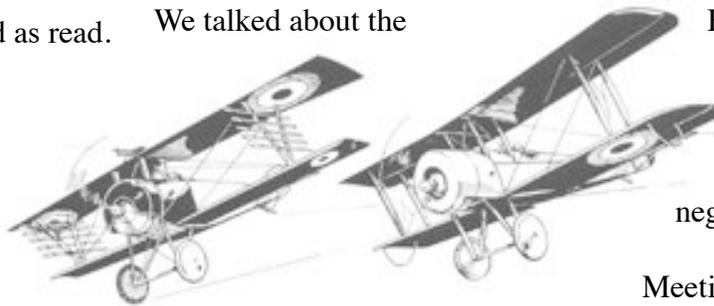
John Tupper talked about the trip to Florida Jets he and Chuck made. Lots of pilots and even more

planes. They had lots of fun.

We are set up with the School for the swap meet, the date is scheduled (April 19th) and the dated insurance they requested has been submitted.

Sharon Diaz motioned to have the 50/50 raffle again this year, motion seconded and passed.

We talked about the



Walmart/public day. Chuck Kentfield had the idea to take the parade float up to Walmart directly after the parade, that way we could still have the public day on the 8th. Sharon Diaz motioned to do the parade float and go directly to Walmart afterwards and have the public day at the field the next day. Seconded and passed.

Welcome new member Bob Bruckler.

Jody is still negotiating with Hunters, we may be able to fly again while negotiations are going on.

Meeting adjourned 7:30

Just a note about the content of this newsletter.

It is becoming increasingly hard for me to find relevant RC info, if there is something you would like to see or want to share with other club members, let me know.

Thanks to the few people who have contributed.

# Aviation History

## Charlie Brown's Story

Charlie Brown was a B-17 Flying Fortress pilot with the 379th Bomber Group at Kimbolton, England. His B-17 was called 'Ye Old Pub' and was in a terrible state, having been hit by flak and fighters. The compass was damaged and they were flying deeper over enemy territory instead of heading home to Kimbolton.

After flying over an enemy airfield, a pilot named Franz Steigler was ordered to take off and shoot down the B-17. When he got near the B-

17, he could not believe his eyes. In his words, he had never seen an airplane in such a bad state. The tail and rear section were severely damaged and the tail gunner wounded. The top gunner was all over the top of the fuselage. The nose was smashed and there were holes everywhere. Despite having ammunition, Franz flew to the side of the B-17 and looked at Charlie Brown, the pilot. Brown was scared and struggling to control his damaged and blood-stained airplane.

Aware that they had no idea where they were going, Franz waved at Charlie to turn 180°.

Franz escorted and guided the stricken airplane to and slightly over the North Sea towards England. He then saluted Charlie Brown and turned away, back to Europe. When Franz landed he told the control operator that the airplane had been shot down over the sea, and never told the truth to anyone. Charlie Brown and the

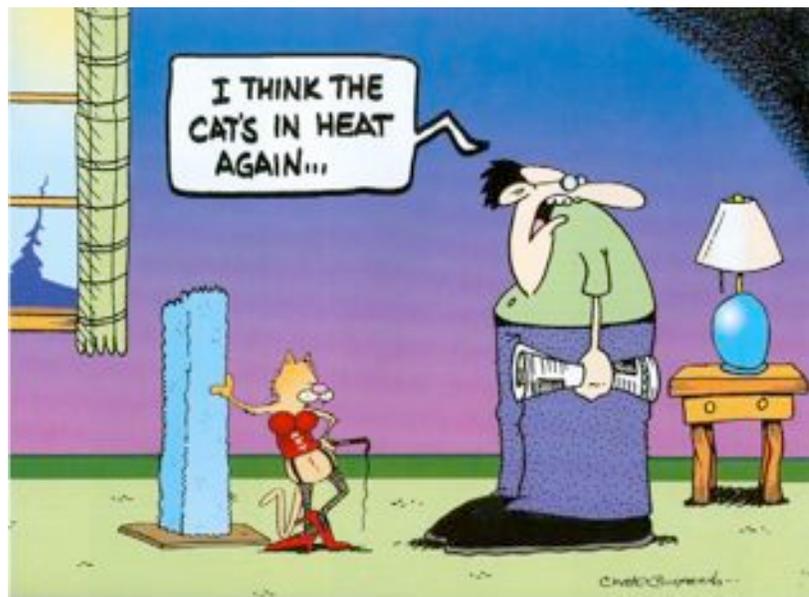


remains of his crew told all at their briefing, but were ordered never to talk about it.

More than 40 years later, Charlie Brown wanted to find the Luftwaffe pilot who saved the crew. After years of research, Franz was found. He has never talked about the incident, not even at post war reunions.

They met in the United States at a 379th Bomber Group reunion, together with 25 people who are alive now—all because Franz never fired his guns that day. Research shows that Charlie Brown lived in Seattle and Franz Steigler

had moved to Vancouver, British Columbia, after the war. When they finally met, they discovered they had lived less than 200 miles apart for the past 50 years.



# YOU MIGHT BE A REDNECK PILOT IF...

(courtesy Alice Munday, Newport News Parks R/C Club in Newport News VA)

- \* Your stall warning plays DIXIE
- \* Your cross country flight plan uses flea markets as check points
- \* You think sectionals should show trailer parks
- \* You've ever used moonshine as AvGas
- \* Your 172's wheel pants have mud flaps with a reclining nude
- \* Your toothpick keeps poking your mike
- \* You've ever taxied around the airport just drinking beer
- \* You wouldn't be caught dead in a Grumman Yankee
- \* You use an old Purina Dog Chow sack as a wind sock
- \* You constantly confuse Beechcraft with Beechnut
- \* You think GPS stands for GOING PERFECTLY STRAIGHT
- \* You refer to formation flying as "We got us a convoy."
- \* Your matched set of lightweight flying luggage is 3 grocery bags from Piggly Wiggly.
- \* You have a gun rack in the rear window
- \* You have more than one roll of duct tape holding your cowling on
- \* You figure mud and manure in your weight and balance calculations
- \* You siphon gas from your tractor to go flying
- \* You've never landed at an actual airport even though you been flying for over 20 years
- \* You've ground looped after hitting a cow

- \* You consider anything over 100 ft AGL as HIGH altitude flying
- \* There are parts on your airplane labeled JOHN DEERE
- \* You've never seen a real sectional, but own all the TEXACO road maps for your area
- \* There's exhaust residue on the right side of your airplane and tobacco stains on the left
- \* You have to buzz the strip to chase off the cows and sheep
- \* You use your parachute for a portable hanger
- \* You've landed on Main street for a cup of coffee
- \* The tread pattern IF any, on all three of your tires is different
- \* You have a pair of fuzzy dice hanging from the magnetic compass
- \* You put hay in the back seat so your dogs don't get cold
- \* You've got matching bumper stickers on each side of the vertical fin
- \* There's grass stains on the tips of your propeller
- \* Your hanger collapses and 4 of your best dogs are killed

## 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
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 Fisher .....	(360)490-2338
Alt Board Member .....	Bob Mason .....	(360)426-9256
Alt Board Member .....	Chuck Kentfield .....	(360)866-9473

# FUEL TANK HINTS

by Clay Ramskill

In the past we've described how a fuel tank should be located and installed in your model. This article will deal with how to set up a new tank and the internal plumbing systems involved.

BEFORE you do much at all with the new tank, look inside, carefully. There may be little pieces of plastic in there, and you must get them out. Also, check around the "seam" inside for flashing - little pieces of plastic that are attached to the seam and stick out into the tank. They can usually be popped off with a screwdriver; if left in your tank, the clunk can hang up on them, leaving you with no fuel going to the engine at an embarrassing moment.

Cut and bend the brass tubing as necessary, noting that you want the tube for the clunk (or clank) pointed at the center rear of the

tank; this requires a bend when setting up a slanted front type tank.

Cut the clunk or clank lines so that there is about 1/4" clearance between the rear of the tank and the fuel pickup inlet. The tube for muffler pressure should go right up to the top of the tank - this can be just a long brass tube, or a shorter one with some fuel tube stuck on it. The same applies if you use the third line, for fueling and defueling, only it needs to go to the bottom of the tank.

All the brass tube ends should be filed or sanded such that they are rounded and smooth; otherwise, over time and with some vibration, they will produce holes in the flexible tubing. Ensure all lines are free of crimps, sharp bends, and that the clunk freely falls to all sides of the tank.

The use of the clank (or clapper) set up is a bit more involved, but

the clank arrangement prevents the clunk from going up to the front of the tank and jamming there in a sudden-stop situation.

When you're satisfied with the assembled tank, test it! Pump it full, and using the carburetor feed line, pump it empty, looking for any bubbles. Then pump it full again; cap off the other line, and pump some more to pressurize the tank. If there are any leaks, they will be very obvious under pressure! And if there are leaks, wipe the fuel off your face and the floor, and fix'em!

This covers the standard setups for Dubro and Sullivan tanks - note that there are more exotic systems, such as the "uniflow" concept and the internal bladder style tank that are designed to keep more constant fuel pressure to the engine. But that's another story.

**DUES ARE \$100.**

**PLEASE RETURN YOUR KEY IF YOU ARE NOT RENEWING**

**IF YOU PAY BY MAIL SEND YOUR DUES, PROOF OF 2008 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**

## **You KNOW you're a RC Widow when ;**

1. There's monokote on your iron,
2. You can't get your car in the garage because it's filled with airplanes,
3. They decorate the head table at your wedding with model airplanes,
4. You use CA to put a heel back on your shoe,
5. You actually know the difference between a Split S and a Cuban 8,
6. You no longer buy a car to carry the kids but to transport Airplanes,
7. You do the monthly bills and realize that you're spending more on Glow fuel than for Gasoline,
8. It's acceptable to give bulk Balsa wood for gifts,
9. You have a Windsock in your back yard,
10. You don't get excited when your husband talks about getting "More Thrust".

April 2008						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		7:00p SRP Board Meeting 1	2	3	4	5
					DOL - North end	
6	7	8	9	7:00p SRP Regular meeting 10	11	12
DOL - North end					DOL - North end	
13	14	15	16	17	18	19
DOL - North end				Squash Police EVDC		19th Day Race
20	21	22	23	24	25	26
0.5hr Pylon Race						
27	28	29	30			

SO FAR IN APRIL ONLY THE 17TH 18TH AND 19TH ARE NO FLY DAYS. GREEN MEANS FLY RED MEANS NO FLY

## Club Scheduled Events for 2008

- January 1st.....First fly of the year (success in the rain)
- January 6th .....Pylon Race - Come out and help officiate
- February 17th.....Pylon Race - Come out and help officiate
- March 16th .....Pylon Race - Come out and help officiate
- April 19th .....Sanderson Field RC flyers annual swap meet 9:00 to 12:00 SHS Sub
- April 20th .....Possible Pylon race - I'll send an email when confirmed
- May 3rd & 4th.....Season opener Pylon race - Locked**
- May 10th.....Fly-In - 9:00 a.m. to ?????
- June ?? .....Forest festival Parade float
- June 7th.....Display at Walmart
- June 8th.....Public Fly-In 9:00 a.m. to ????
- July 19th.....Scale fly-in/ Public/potluck BBQ - 9:00 a.m. to ?????
- August 16th.....Fly-in/potluck BBQ
- Sept. 6th & 7th .....Pylon Race - Locked**
- September 13th.....Fly-In 9:00 a.m. to ????
- October 11th.....Fly-In 9:00 a.m. to ????
- December ?? .....Christmas Party

**It's time for 2008 dues, dues are \$100.00**  
 Check out our web site at <http://sfrcf.quintex.com>