



SANDERSON FIELD R.C. NEWS



CHARTER NO. 3079

CLUB MEETING

*This months meeting will be held
on Thursday **June 12th.***

at The PUD auditorium

*2621 E John's Prairie Rd.
Shelton, WA*

Minutes were read and accepted as read.

Treasurers report was read and accepted as read.

At the board's direction some of the club wives have set up a committee and taken over organizing the food for the September pylon race. They have a meeting set up with the casino but are ready to move on to a new venue if needed for the banquet. Dave Fisher knows someone who could do the catering and will get the info to Jack Mitchell.

Tom Jr. checked into getting some crossbow for the field clean up and found out it is no longer available in WA state. Jack Mitchell will check in Seattle when he goes on Monday. Bob Beatty is buying a 15 gallon sprayer and we will spray the runway on Wed. May

14th starting at 10:00 am.

Gordie Osberg talked about the scholarship candidates. There are 2 equally deserving candidates and Gordie asked if we could give both a scholarship considering there have been years when we didn't give one because of lack of qualified candidates. A motion was made to award 2 scholarships. Motion seconded and passed. Dee Grout will send the money to the schools when she receives a copy of the acceptance letters. Tom Strom thanked the scholarship committee for all their work. Tom Strom Jr. motioned to keep the Scholarship account by putting money back in, seconded and passed.

The Forest festival parade is Saturday May 31st, we will meet at Burt's house on Saturday May 24th at 10:00am (Sunday the 25th is the rain date, same time) to prep the tailer. Dick Robb and Bob Treinen are working on a turntable for the float which needs to be ready for the 24th.

Jack Mitchell has donated a nib OS .46AX for a raffle prize at the fun scale fly-in.

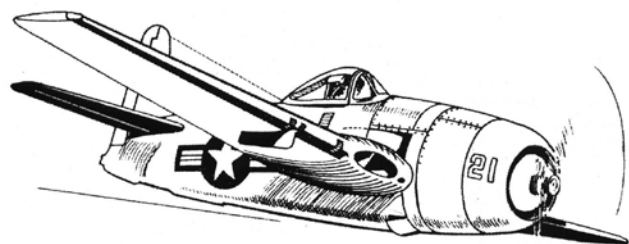
Dick Robb will be filing the AMA sanction next week. He also noted the changes from last year. 1.) 4 stations with pilot barriers will be centrally located. 2.) Move the food off the flight line. We need to work on the Port getting the grass mowed a little earlier this year. 3.) Club members are the only ones to get airplanes off the runway. 4.) PA system and walkie talkies this year.

We have a new order for hats in, mesh and fitted hats. Navy blue with club logo. Red Creek is also checking into the cost of patches in 2 sizes.

Gordie Osberg noted that the club BBQ is shot. Stacy will check at the PX for prices.

Friday May 16th from 7-9 is the next indoor fly-in. Shelton High School mini dome.

Meeting adjourned 7:58



SIX KEYS TO SUCCESS FOR NEW PILOTS

by Ed Anderson (aeajr@optonline.net)

Whether you have a coach or you are trying to learn to fly on your own, you will need to be mindful of these six areas if you are going to become a successful RC pilot. After many years of working with new fliers at our club, and coaching fliers on the forums, there are a few things I have seen as the key areas to stress for new pilots. Some get it right away and some have to work at it. They are in no particular order because they all have to be learned to be successful.

Wind

Orientation

Speed

Altitude

Overcontrol

Preflight check

Wind: The single biggest cause of crashes that I have observed has been the insistence upon flying in too much wind. If you are under an instructor's control or on a buddy box, then follow their advice, but if you are starting out and trying to learn on your own, regardless of the model, I recommend dead calm to 3 mph for the Slow Stick and Tiger Moth type airplanes and less than 5 mph for all others. That includes gusts. An experienced pilot can handle more. It is the pilot, not the model that determines how much wind can be handled.

Let me share a story:

The wind was roughly 8 mph steady with gusts to 12. That was strong enough that some of the experienced pilots flying 3- and 4-channel, small electric airplanes chose not to launch. A new flier insisted that he wanted to try his 2- and 3-channel park flyers. Crash, crash, crash—three models in pieces. He would not listen. Sometimes you just have to let them crash. There is no other way to get them to understand.

Many park flyers can be flown in higher winds by an experienced pilot. I have flown my Aerobird in 18 mph wind (clocked speed), but it is quite exciting trying to land it.

Always keep the airplane upwind from you. There is no reason for a new flier to have the model downwind ever!

Orientation: Knowing the orientation of your airplane is a real challenge, even for experienced pilots. You have to work at it, and some adults have a real problem with left and right regardless of which way the model is going. Licensed pilots have a lot of trouble with this one as they are accustomed to being in the airplane.

Here are two suggestions about how to work on orientation when you are not flying:

Use a flight simulator on your PC. Pick a slow-flying model and fly it a lot. Forget the jets and fast airplanes. Pick a slow one. Focus on left and right coming at you. Keep the airplane in front of you. Don't let it fly over your head.

An alternative is to try an RC car that has proportional steering. You don't have to worry about lift, stall, and wind. Get something with left and right steering and speed control. Set up an easy course that goes toward and away from you with lots of turns. Do it very slowly at first until you can make the turns easily. Then build speed over time. You'll get it! If it has sticks instead of a steering wheel, even better but not required. Oh, and little cars are fun too.

Too Much Speed: Speed is the enemy of the new pilot, but if you fly too slowly the wings can't generate enough lift, so there is a compromise here. The key message is that you don't have to fly at full throttle all the time. Most small electrics fly very nicely at 2/3 throttle and some do quite well at 1/2. That is a much better train-

ing speed than full power. Launch at full power and climb to a good height, say 100 feet as a minimum, so you have time to recover from a mistake. At 100 feet, go to half throttle and see how the airplane handles. If it holds altitude on a straight line, this is a good speed. Now work on slow and easy turns, work on left and right, flying toward you and maintaining altitude. Add a little throttle if the airplane can't hold altitude.

Not enough altitude: New fliers are often afraid of altitude. They feel safer close to the ground. Nothing could be more wrong. Altitude is your friend. As previously stated, I consider 100 feet—about double tree height where I live—as a good flying height and I usually fly much higher than this. Fifty feet, is minimum flying height for new fliers. Below that you better be lining up for landing.

Overcontrol: Most of the time the airplane does not need input from you. Once you get to height, a properly trimmed airplane flying in calm air will maintain its height and direction with no help from you. In fact, anything you do will interfere with the airplane.

When teaching new pilots, I often do a demo flight of their airplane. I get the model to 100 feet, and then bring the throttle back to a nice cruising speed. I get it going straight, with plenty of space in front of it, then take my hand off the sticks and hold the radio out to the left with my arms spread wide to emphasize that I am doing nothing. I let the airplane go wherever it wants to go, as long as it is holding altitude, staying upwind, and has enough room. If you are flying a high-wing trainer and you can't do this, your airplane is out of trim.

Even in a mild breeze with some gusts, once you reach flying height, you should be able to take your hand off the stick. Yes, the airplane will move around and the breeze might push it into a turn, but it should continue to fly with no help from you.

MY (OLDEST) LATEST PROJECT

Progress is being made (slowly). The Hellcat has been painted (Thanks to Tom's Sr. & Jr. Strom), the cockpit has been installed, all the servo's are in and the air retracts installed. I still have to break in the engine before I install it and get the dummy radial in place.



Cockpit installed



Dummy radial



Canopy installed



Not much in the way of markings on the prototype



Starting to look like an airplane again



SIX KEYS TO SUCCESS (CONTINUED)

Along this same line of thinking, don't hold your turns for more than a couple of seconds after the airplane starts to turn. Understand that the airplane turns by banking or tilting its wings. If you hold a turn too long, you will force the model to deepen this bank and it will eventually lose lift and go into a spiral dive and crash.

Give your inputs slowly and gently and watch the airplane. Start your turn, then let off, then turn some more and let off. Start your turns long before you need to and you won't need to make sharp turns.

I just watch these guys hold the turn, hold the turn, hold the turn, crash. Of course they are flying in 10 mph wind, near the ground, coming toward themselves at full throttle.

Preflight check: Before every flight it is the pilot's responsibility to confirm that the model, the controls, and the conditions are correct and acceptable for flight.

Airplane:
 Batteries at proper power
 Surfaces properly aligned
 No damage or breakage on the airplane
 Everything secure

Radio:
 Frequency control has been met before you turn on the radio (this has gone away with 2.4 GHz systems)
 A full range check before the first flight of the day
 All trims and switches in the proper position for this model
 Battery condition is good
 Antenna fully extended
 For computer radios: correct model is displayed
 All surfaces move in the proper direction

Conditions:
 No one on the field or in any way at risk from your flight
 You are launching into the wind
 Wing strength is acceptable (see wind

information)
 Sunglasses and/or hat to protect your eyes
 All other area conditions are acceptable

Then and only then can you consider yourself, your airplane, radio, and the conditions right for flight. Based on your model, your radio, and local conditions, you may need to add or change something here, but this is the bare minimum. It only takes a couple of minutes at the beginning of the flying day and only a few seconds to perform before each flight.

If this all seems like too much to remember, do what professional pilots do, take along a preflight checklist. Before every flight they go down the checklist, perform the tests, in sequence, and confirm that all is right. If you want your flying experience to be a positive one, you should do the same. After a short time, it all becomes automatic and a natural part of a fun and rewarding day.

I hope this is useful in learning to fly your airplane.

DUES ARE \$75 IF PAID BEFORE JAN 1ST, \$100 THEREAFTER.

IF YOU PAY BY MAIL SEND YOUR DUES, PROOF OF 2014 AMA MEMBERSHIP AND A SELF ADDRESSED STAMPED ENVELOPE TO THE TREASURER:

**DEE GROUT
 P.O. Box 516
 Union WA 98592**

Make checks payable to SFRCF

CLUB OFFICERS

President.....	Tom Strom.....	(360)350-0181
Vice President	Burt Daggett	(360)427-6653
Treasurer	Dee Grout.....	(360)898-2084
Secretary	Bob Beatty	(360)426-5601
Safety Officer	Tom Strom Jr.	(360)350-0181

BOARD MEMBERS

Board Member	Tom Strom	(360)350-0181
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

June 2014

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2 9:00 AM RC Breakfast	3 SFRCF Board meeting	4	5 3:00 PM Training night	6	7
8	9	10	11	12 SFRCF Club meeting 3:00 PM Training night	13	14 runway closed
15 runway closed	16	17	18	19 3:00 PM Training night	20	21 runway closed
22 runway closed	23	24	25	26 3:00 PM Training night	27	28 runway closed
29	30	1 SFRCF Board meeting	2	3 3:00 PM Training night	4	5

Sold days can change, check out website before heading to the field.

<http://sfrcf.quintex.com/event/events.html>

Club Scheduled Events for 2014

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 - Sanderson field - Locks will be changed!
 May 16thIndoor flying 7-9 at the high school mini dome
 May 30thIndoor flying 7-9 at the high school mini dome
 May 31stForest Festival parade
 July 122nd annua Fun Scale fly-in
 Aug 2nd & 3rdpre championship Pylon race
 Sep 24-27thNMPRA National Championship Pylon Race
 December 12thChristmas Party @ the Colonial House from 6 to 10

dues \$75 before January 1st and \$100 on or after

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