



SANDERSON FIELD R.C. NEWS

Fly-In/Lunch July 15th



CHARTER NO. 3079

CLUB MEETING

This months meeting will be held on Thursday July 13th at 7:00 p.m.

At the flying field

Porta potty needs cleaning

Treasurers report read and accepted as read

Minutes read and accepted as read

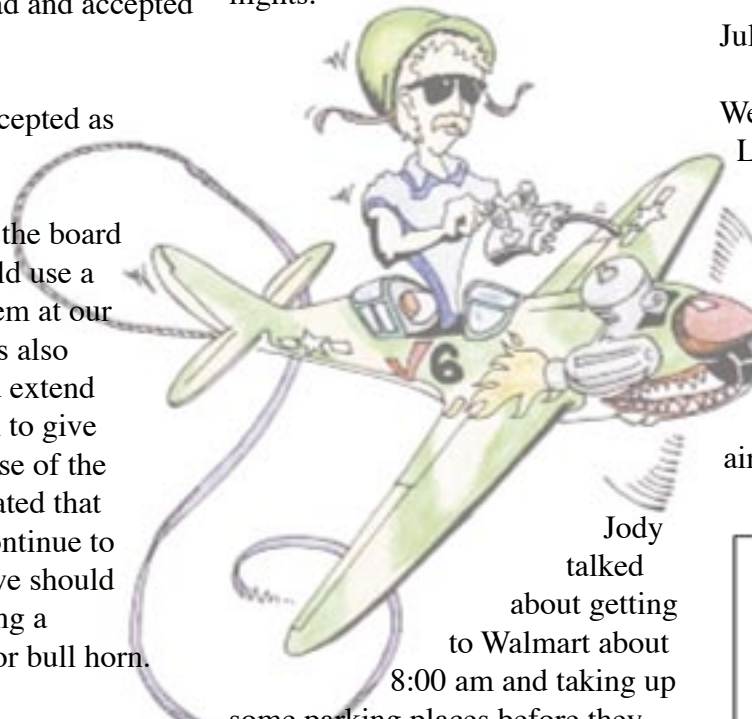
It was brought up at the board meeting that we could use a bull horn or PA system at our public events. It was also brought up we could extend the lines to the north to give us more room because of the fence. Dick Robb stated that if we are going to continue to have public events we should investigate purchasing a portable PA system or bull horn.

John Tupper thought we should give away old magazines at public events to help raise interest

Sharon said she would like to have food at the public day, it was decided that serving food to the public would involve to many

hassles.

Dick talked about having the planes on the parade float for easier viewing. He also noted that if you wish to fly at the Walmart event you must have a plane that has been flown before. No maiden flights.



Jody talked about getting to Walmart about 8:00 am and taking up some parking places before they get full and also that we need able bodies to help "police" the area to keep spectators off the field while we are flying. Jody said we would have a donation can at walmart and at the public day.

Stacy Myers mentioned that

SFRCF Vern Gillum scholarship was mentioned in the Shelton Journal.

Dick Robb mentioned the TCMAA bigbird and scale meets (flyers on the Web), Dick was going to email Rick Sowell our list of events.

July meeting to be held at the field.

Welcome returning member Denny Lawson.

Meeting adjourned 7:40

The Walmart display went well as did the public day at the field. We had quite a few kids try out flying an RC airplane.



AMA Speaks out on behalf of members and sport

NEWS: AMA Speaks on Behalf of Members and Sport from Jay Mealy, Programs Director

AMA Programs Director Jay Mealy testified before the Committee on Transportation and Infrastructure Subcommittee on Aviation U. S. House of Representatives regarding unmanned aerial vehicles (UAVs) and the National Airspace System (NAS).

“From the early days of flight, to the development of jet engines, to the introduction of helicopters, and now unmanned aerial vehicles (UAVs) and unmanned aerial systems (UASs), progress continues and the safe integration of new technologies in the National Airspace System (NAS) must be assured.”

This is quoted from the Honorable John L. Mica’s opening statements to the Subcommittee on Aviation’s Hearing on Unmanned Aerial Vehicles and the National Airspace System, held March 29, 2006, in the Rayburn House Office Building in Washington, D.C.

Congressman Mica went on to say,

“While historically UASs have been used primarily by the Department of Defense (DOD) in military settings outside of U.S. borders, there is growing demand for both government and commercial operations of unmanned aircraft in the integrated NAS.”

Complexities and challenges face numerous government agencies in their assigned task of accommodating the needs of all the potential users and most importantly ensuring the safety of the system. Because of the similarities and much confusion surrounding the definition and use of UAVs and model aircraft, the Academy felt strongly that it was necessary for our members and sport to be represented at this hearing.

Jay Mealy, a longtime full-scale pilot, has worked continuously with the Federal Aviation Administration (FAA) and was invited to testify at the hearing. Knowing the magnitude of potential impact on model aircraft activities that could stem from regulation of UAVs, Jay defined our sport and members for the benefit of the committee and reported on the long-standing coop-

eration that has existed between the FAA and the Academy.

Government agencies and private sector representatives were provided the opportunity to speak on behalf of their individual interests and the hearing brought to light the major challenge facing the governing authorities in allocating uses of the NAS.

In a statement defining the Academy’s position, Jay said, “Our request to this committee is that model airplanes be permitted to continue operating within the National Airspace System, as we have for more than 70 years, as we commit to tirelessly working with all pertinent government agencies—in particular the FAA—as we always have, to guarantee the safe and sound operation of model aircraft in this country. We request that model aviation not be innocently sucked into a black hole of regulation, a place in which based on its long and successful history, it does not deserve to be.”

To read the entire transcript of the meeting, please click on www.house.gov/transportation/.

ON THE SAFE SIDE

ON THE SAFE SIDE
Safety: As Simple as ABC
by Don Lowe

Hi! I've been in this hobby a long time (forever), and I guess I've seen about everything happen in model flying that's possible. However, I wonder if there is some method of operation that might help preclude crashes and unsafe operations.

I've written about safety many times in past columns for RCM and, of course, I chaired AMA's Safety Committee for many years. One thing I've learned is that you can have all the safety rules that you want, but if fliers don't conscientiously observe these rules, then what good are the rules?

Fortunately most fliers exercise common sense in their flight operations, and their airplanes survive to fly another day.

Some say that man is a creature of habit. If you can, in some magical way, coach that creature to use common sense and to follow a set of safety guidelines, then you have accomplished something.

Models come in all shapes and sizes. Some have such low-energy content in their flight operations that they are not much of a threat. By and large, the typical model airplane flown by the average modeler is of a size, weight, speed, and complication that logical care in flight operations is mandatory otherwise serious damage can occur to people or property and none of us wants that to happen.

Several weeks ago a friend of mine crashed a gorgeous and expensive Aerobatics (Pattern) model at a

contest because of a momentary lapse of attention and adherence to important safety practices. The model was a typical F3A Pattern aircraft with a plug-in wing and tail. In his haste to fly, he forgot to physically secure the wing halves into position and plug in the aileron servos.

This inattention to flight procedure was followed by a failure to exercise the control system prior to flight to observe normal operation. A takeoff and the resultant crash occurred. Fortunately no one was hit, but the beautiful aircraft—and his ego—were severely damaged. How do we improve our chances of safe flight? In mulling over this on the way home I thought about our flight training in the Air Force. We used a check system prior to flight that was simple and easy to remember. Each check list was particular to an individual aircraft design; such check lists are used by full-scale pilots today.

The code I used at that time was CIGFTPR, and I will never forget it. It followed the usual walk-around—inspecting the exterior to see that everything was in place and kicking the tires. Then in the cockpit I went through the list. It goes something like this:

- C (controls): Operate the flight controls to observe for motion and direction
- I (instruments): Check the instruments to be sure all are functional
- G (gear): Landing gear lever down and locked
- F (flaps): Flaps are set to proper position
- T (trims): Control trims are set properly for takeoff
- P (propeller): Propeller controls are set for startup and takeoff
- R (run-up): Engine run-up to check proper operation

This system worked well and I'm sure the precheck saved many an aborted takeoff.

Okay, such a system works for full scale, but is there a system that is easy to use for model fliers that

CLUB OFFICERS

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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 (CONTINUED)

will be remembered and may be used to prevent disaster down the road? How about using ABC? It's simple and easy to remember. The check would go like this:

- A (assembly): Check that everything is in its proper place, controls are still intact as installed and securely fastened, and all assembly fasteners are in place.
- B (batteries): Must be fully charged—very critical to safe flying.
- C (controls): Controls checked for deflection, without evidence of servo malfunction, and operate in the proper direction. Have you ever taken off with the ailerons running backwards? The average flier will not survive this error, and many models have been lost because of reversed ailerons. Remember, make sure they are operating and in the proper direction. Just stare at the aileron; did

the right aileron deflect up when I commanded right aileron? Simply observing motion is not enough; you must check direction. You probably would be unable to execute a takeoff if any other control is backward, but the ailerons are another story! When I taxi I am consciously flipping the ailerons to make sure they are working correctly. When I flew full scale I always checked controls one last time before initiating takeoff. Will you do your ABCs? I sure hope so since it hurts to see a gorgeous airplane in pieces and maybe someone hurt. Let this little memory jogger help save your beautiful aircraft. Yes, safety is common sense, and for some it is habitual. Be sure and practice safe flight.

Happy flying!

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 2006 AMA MEMBERSHIP AND A SELF ADDRESSED STAMPED ENVELOPE TO THE TREASURER:

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



WE HAD A GREAT TURN OUT FOR OUR PUBLIC DAY AND GREAT WEATHER TOO!



YOU PROBABLY HEARD ABOUT THE C-5 GALAXY CRASH BACK EAST A LITTLE WHILE AGO. THESE PICTURES ARE COURTESY OF STACY MYERS.

CHECK OUT HOW FAR THE TAIL IS FROM THE REST OF THE PLANE IN PICTURE 1

BELOW ARE THE SCHEDULED EVENTS FOR 2006

Club Scheduled Events for 2006

- January 1st.....Annual 1st fly of the year
- January 15thPylon Race
- February 12th.....Pylon Race
- March 12thPylon Race
- April 15thSanderson Field RC flyers annual swap meet 9:00 to 12:00 SHS Sub
- May 27th.....Fly-In - 9:00 a.m. to ?????
- June 3rd.....Forest festival Parade float
- June 10th.....Display at Walmart
- June 11thPublic Fly-In
- July 15th.....fly-in with novice fun fly - 9:00 a.m. to ?????
- August 12th & 13th.Pylon Race (tentative)
- August 19th.....Scale fly-in with novice fun scale event - 9:00 a.m. to ????
- SeptemberFly-In 9:00 a.m. to ????
- October 8th.....Pylon Race 9:00 to 4:00
- November 12th.....Pylon Race 9:00 to 4:00
- DecemberChristmas Party

It's time for 2006 dues, dues are \$40.00

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