



SANDERSON FIELD R.C. NEWS



CHARTER NO. 3079

Club Fly-in at Hunters July 14th

CLUB MEETING

This month the meeting will be held on Thursday July 12th.

AT THE FIELD unless the weather is bad. Then it will be at PUD #3

2621 E Johns Prairie-Road, Shelton, WA

For those of you who missed it in the last newsletter or last meeting, Club meetings are being held at Sanderson field for the summer.

Thursday night is training night from 3:00 p.m. To dusk except on meeting night when the times are from 3:00 p.m. until 7:00p.m.

Minutes were read and accepted as read.

Treasurers report was read and accepted as read.

Old business:

Tom Strom thanked all the people who participated in the forest festival parade and helped make the club float a success.

Some suggestions for making the float better were given:

More info on the fire truck

Find the banner or create a new one
Paint a sky background on the trailer instead of using the green carpet

The question was asked if we got an award, I will contact the parade committee and ask.



John Tupper will call Ken Nelson and ask if any progress has been made on a bridge for Hunters.

Tom Strom has pictures of the Red Apple flyers pilot barriers, we are going to copy these barriers although ours will only be 3' tall instead of 4'. I will include the pictures in the next newsletter.

Dick Robb and Dave Fisher have completed gathering the materials

and cutting the pieces for the start stands, we are getting together on the 21st of June at Dick Robb's house to assemble them. 10 a.m. at 20 W Bridlewood Ct, Shelton WA. Come help if you can.

We are going to have a spring cleaning at Sanderson Field on the 24th of June. Bring your weed eaters and flat nosed shovels.

Tom Strom will check out and update the fire extinguishers as needed at Sanderson Field.

We need workers for the June 30th-July 1st Pylon race. Please try to be available.

Crocker lake has been turned into an electric only Site.

Dick Robb showed his new assembly stand for electrics. His is set up for gliders but could easily be used for just about any small electric aircraft.

Meeting adjourned at 7:40

The Fuel order came in, Tom still has 2 cases left @\$114 for 6 cans of 15% Powermaster

Forest Festival Parade

The Parade float turned out really nice, the fire truck really looked nice too. Thanks to those who contributed the time and effort

The Fire Truck

Is a 1936 General it has a 500 gpm Northren rotary gear pump. It has a 6 cyclinder Hercules with 94 hp. It was in service from 1936 till 1948 In Glass Glow MO. They paid \$5200.00

It was in a field in Springfield MO. Was purchased for \$2500.00 for it in 1980. Restoration took 10 years and was used for fireman musters for 12 years from 1990 till 2002.



A note about the pictures in the newsletter:
In an effort to keep the size of the newsletter to a decent size the the pictures are not the best quality and don't blow up well.

Pilot Barriers



These are the barriers that the Red Apple flyers use at their Wenatchee field, the barriers for Hunters farms are being modeled after them.

News

The work party at Sanderson went well and thanks to all who showed up. It took about an hour and a half to get the grass off the runway. The pits and parking areas still need work. The spraying has been put off due to equipment problems but at least the grass on the runway has been cut.

We had a good turn out for the assembly of the start stands, It took about 3 hours to assemble all 6 of them. Dick Robb and Dave Fisher got the materials and pre cut the pieces and Bob Andrew donated the carpet. The stands are out at Hunters. The Pylon races went as well as could be expected for the lousy weather and they did get enough in for a qualifying race. Shelton

Morning Star Lions donated 3 workers per day to do the food. Much thanks to Bonnie and crew. Thanks also to the people who turned out to man the course, we almost had enough to man the whole course. The fly-in this month will be at Hunters again as the runway is scheduled by car clubs. Unless something changes August and September should be at Sanderson.

DUES ARE \$100.

IF YOU PAY BY MAIL SEND YOUR DUES, PROOF OF 2012 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

CLUB OFFICERS

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 Treasurer Charles Kentfield (360)866-9473
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 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

Landings

Bob Wilson, Franklin NC, 3dbob37n@frontier.com

Not wanting to be outdone by my friend Gerry Goepfert, who wrote about attaching a bubble canopy, I'm going to write about how to making a better landing with your RC model. I still occasionally draw a few haw-haws when I make three landings in one, but at my age I'm entitled.

As a full-scale pilot, I learned that it was most important to enter a downwind leg, which should be more or less parallel to the runway, followed by a turn to base leg and then to final approach, all of which is known as the landing pattern.

For our models, the downwind leg should not be too high and usually 100 feet is plenty and as close in as practical.

Our airport, called OTX in Franklin, North Carolina, is 400 feet of groomed Bermuda grass with an additional 100-foot overrun and we commonly land 42% gassers with no problems.

But, allow me to review some of the mistakes I see in making a landing approach.

Either because of stubbornness, or embarrassment, newbies often attempt to force their airplane to land regardless, rather than performing a missed-approach and go-around, and simply try and jam the airplane into the ground. Ouch!

Teach yourself that if you aren't lined up—too high, too low, or whatever—hit the throttle and make a go-around. Take an afternoon and practice nothing but repeated landings and takeoffs or touch and gos.

With enough practice, your brain will learn so that things become instinctive.

I often see pilots feed in power and grab for as much altitude as possible during a missed approach. The problem here is that they are now way above landing altitude and to get to the runway again, they have to dive, which builds up too much speed and often overshoot the runway again.

Another mistake I see often is failing to slow down during the downwind leg. In a full-scale aircraft, if you haven't already done so, this is where you want to get your flaps and gear down and start slowing for landing.

The same thing applies to our model aircraft. How much power to use depends on the aircraft, but I usually cut power to roughly one half during the downwind leg and when on

final, I cut it even more and then cut to idle at touchdown (assuming I haven't bounced).

If you find yourself in a bad bouncing situation, feed in power and make that go-around. (My buddies will tell you I have been known to bounce pretty high but don't listen to them.)

So here's my advice to the newbie:

1. Make your downwind leg parallel to the runway.
2. Keep the downwind leg as low as practical for your airport. 100 feet is good.
3. Begin slowing down during the downwind leg.
4. If you have to dive to land, you're too high and/or too fast.
5. Teach yourself to automatically go around if you mess up the approach.
6. Work that throttle continually during your landing, using power as needed.
7. Visualize a railway track in the sky and stay on the track. Downwind, base, and final.



July 2012

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1 Props Chamionship race	2 9:00 AM RC Breakfast	3 SFRCF Board meeting	4	5	6	7
8	9	10	11	12 SFRCF Club meeting	13	14 Fly-in (Hunters)
15 Car club	16	17	18	19	20	21 Runway closed Float Fly (Isabelle lake)
22 Runway closed	23	24	25	26	27	28 Runway closed
29 Runway closed	30	31	1 Runway closed	2	3	4 Fly-in

We have Lots of closures this month, the calendar could change. Check the website before heading to Sanderson field
<http://sfrcf.quintex.com/event/events.html>

Club Scheduled Events for 2011

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
 April 14th 18th annual Swap meet 9:00 to Noon
 May 12th Club fly-in (Hunters)
 June 2nd Forest Festival parade
 June 16th Club fly-in (Hunters)
 June 30th-Jul 1st Pylon Race
 July 14th Club fly-in (Hunters)
 August 4th Club fly-in
 August 18th-19th Pylon Race
 September 22nd Club fly-in

It's time for 2012 dues, dues are \$100.00

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

FOR SALE



KMP Extra 260 50cc ARF

Extra 260 50cc aircraft. This price is for airframe, and aluminum spinner only. Needs radio gear, batteries, and motor. Set up for DL50, so DLE-55 or DA50 would drop right in! Airplane has only eight flights

on it. Spinner is True Turn. Only selling because got a new airframe for my birthday! Asking \$400. Pictures from Valley View RC. Tom Strom Sr. (360)350-0181

Great Planes Minnow ARF Custom!

Here are some pics of my Great Planes .60 Minnow I am selling. Paint and covering are completely custom. Motor is OS .91 Four Stroke, all Hi-Tec Servos, and a 2000mah RX Battery included. Airplane has 5 total flights. Only selling to get into bigger gas powered models. This is truly a one of a kind aircraft, as these kits are discontinued, extremely rare, and you won't ever see one in these colors. Airplane is Harley Orange and



black overall. Brushed aluminum numbers. Pilot custom painted to match, and sitting in scale location. Bottom of aircraft is Harley Orange with Carbon Fiber Checkers. I was asking \$900 or best offer. Would sell airframe only for \$400. That is a crazy buy for this size, rare aircraft, ready to fly!!! Tim Strom (206)617-1922