



Sanderson Field R.C. News



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

Club Meeting

This months meeting will be held on Thursday August 14th at the field, Time: 7:00 p.m. During the summer months the Choice high school is closed. That building will be torn down by now.

Next winter the meetings will probably be located in the old Evergreen grade school building. I'll keep you posted.

Our Club has been invited to the TCMAA club's field for a fly-in / Cook out on August 9th. Rick told me it's not a pot luck so just bring your plane and be ready to fly. The fly-in starts at 9:00 am with a pilots meeting. See pg. 3 for directions.

Welcome to new member Fred Cool.

The minutes and treasurer's report were read.

Bob Andrew motioned to increase the scholarship fund to \$1000 which passed.

Chuck Kentfield picked up a couple tables for our fly-ins at Costco on authority of the board and the Bob Andrew motioned to have the club pay

Chuck back, also passed.

We have a few new students now and our one training radio is still missing and the one we still have is broken. Bob

Andrew motioned to buy a new training radio and get the old one fixed. Also passed.

Meeting adjourned at 7:15



The July 12th Fly-in was a great success, We even had fairly nice weather although the wind was gusting up to 23 by the end of the day. Thanks to Bob, Chuck and Sylvia for running the mess tent.

A Word From Your President

The burn ban is still in effect, you can call 1-800-323-2876 or go to www2.wadnr.gov/burn-risk. click on Mason County to see the current risk.

Turbines cannot fly when a burn ban is in effect.

Last month there was a fire near the field which scared a few people, fearing we had some how started it with our models, I called a few people to investigate. The fire was on the State Patrol side and the secretary was told it was started by a mower. Please be very careful, it doesn't take much to start a fire.

Teaching Radio Control flying: Basic flying questions

by MIKE LYNCH

In this article, I'll discuss some of the most commonly asked RC questions. While these questions are, for the most part, directed to the beginner, I urge you to read them to help with your ability to relate these important topics to your students at the field. You also can copy this information and give it to beginners. When it comes to actually teaching, I break teaching RC flying into four steps. In any form of teaching it is good to limit the number of things a student must learn and RC flying is no exception. The steps are:

1. Mastering turns and level flight
2. Setting and holding headings
3. Mastering takeoffs
4. Landing

While this may sound simplistic, think about it. To get to the point where you are flying by yourself, every technique you master fits into one of these four categories! Before taking a beginner up for the first time, you should have explained several things. We assume, for example, that the student knows the basics of aerodynamics and flight. He or she knows the stick controls on the transmitter (ailerons, elevator, throttle, and rudder) and knows the function of each control. And, of course, I assume the student's airplane has been checked out by a pre-flight instructor and has had at least one trim flight.

Flying preferences

Instructors tend to teach what they know in the same fashion they know it. There are several alternatives to almost every important function of flying.

Good instructors recognize that their own ways are not the only (and in some cases not the best) ways of doing everything.

Fingers or thumbs? Thirty years ago, I was taught to fly with my thumbs. I have flown with my thumbs all this time, and though I'm considered one of the better pilots at my flying field, I admit flying with fingers is better. I've tried to get comfortable with fingers, but I have not been able to. As you teach a new person to fly, I suggest starting them off using their fingers. The further they progress and the more precisely they wish to fly, the more important it is that they be able to fly with their fingers. Take it from me it is very difficult to switch to flying with fingers once you have learned to fly with your thumbs.

How do you handle the left/right problem? Beginners have a common problem when it comes to mastering a turn. After entering the turn, they tend to forget which way they are turning and give the wrong aileron to exit the turn (sending the airplane deeper into the turn). There are several ways to help the beginner with this problem. One is to ask them to turn their body to face the airplane's heading. If

they're looking in the same direction the airplane is flying, it will help them remember which way the airplane is turning. Another is to have them repeat out loud which way they are turning. With either method, the beginner will eventually become comfortable turning and won't need the crutch. My suggestion is to get them to stand in a stationary position while flying (this is especially important if you're not using the trainer system) and get them to repeat the direction they are flying.

What throttle setting do you use?

When I first begin training, I try to keep the throttle setting just high enough to keep the airplane in the air. This ensures smooth docile performance and minimizes the beginner's natural tendency to overcontrol. It also helps with level turns. However, I actually have had beginners who catch on quicker when the engine is running faster. For some people, a responsive airplane is easier to master than a docile one. Either way, keep in mind that you will eventually need to have the beginner practice all throttle settings.

CLUB OFFICERS

President.....	Jody Diaz	(360)427-6102
Vice President	Dick Robb	(360)427-4521
Treasurer	Chuck Kentfield	(360)866-9473
Secretary	Bob Beatty	(360)426-5601
Field Marshal	Chuck Kentfield	(360)866-9473
Safety Officer.....	John Tupper.....	(360)426-6383

Board Member	Jody Diaz	(360)427-6102
Board Member	Dick Robb	(360)427-4521
Board Member	Herb Coslett	(360)275-4158
Board Member	Stacy Myers	(360)426-9367
Board Member	Darryl Casad	(360)275-8690
Alt Board Member	Bob Beatty	(360)426-0677
Alt Board Member	Chuck Kentfield	(360)866-9473

Teaching Radio Control flying (cont)

How much control surface motion do you want? Again, instructors tend to disagree on this point. Since beginners have a natural tendency to overcontrol, many instructors like to set up trainers to be very docile, minimizing control surface motion (possibly with dual rates). This means the beginner must move the sticks quite a bit to cause a reaction from the airplane. My feeling is that it's better to keep the airplane responsive for three reasons. First, the beginner must eventually learn the precise control motions needed with sensitive control surfaces. Second, on windy days minimal control may not be enough to cause any response from the airplane in certain attitudes. Third, as the instructor, you need the airplane to be responsive enough to get out of precarious attitudes.

When do you teach rudder coordinated turns? I usually teach people to fly without them ever touching the rudder stick (except for steering on the ground). Most RC airplanes, and especially trainer airplanes, turn quite nicely with only a combination of aileron and elevator. While I freely admit that rudder coordinated turns are nicer looking, and rudder is helpful when landing in a crosswind, I try to keep turning as simple for beginners to master as possible. If you feel strongly about teaching rudder coordinated turns from the beginning, by all means, do it.

Final approach, one turn or two? If teaching realistic flying, the RC pilot will make two turns during the final approach. One turn will bring them 90 degrees to the runway, and the other will bring them right on the middle of the runway. To simplify this, I have beginners making one sweeping turn during final approach.

What is the wind limitation?

Beginners learn better on calm days. There comes a point when the wind is

blowing so hard that it is impossible for the beginner to control the airplane.

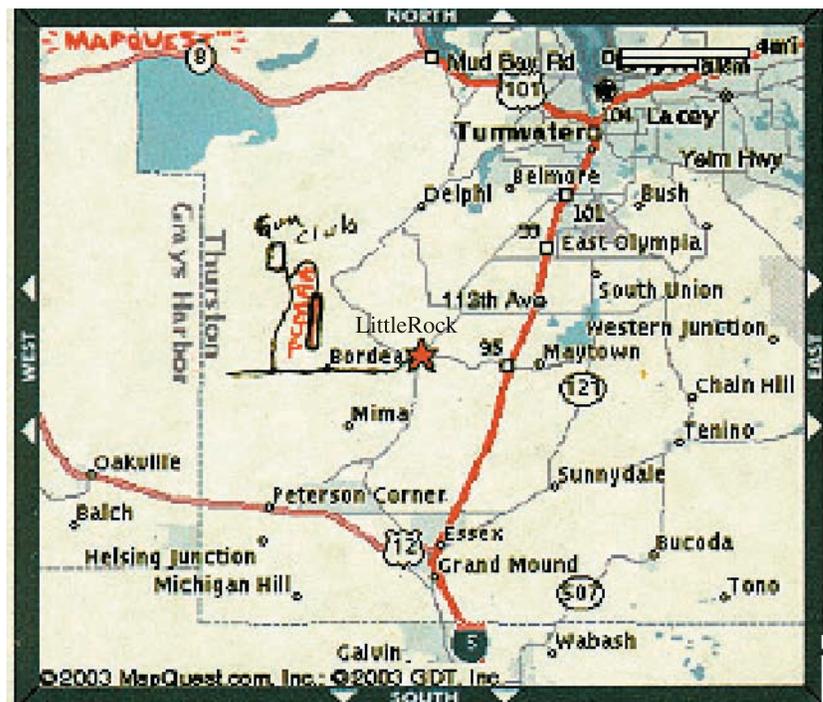
For the first 10 flights or so, I recommend limiting instruction to when the wind is blowing less than eight mph. As students progress, let them fly on windier days. Your student should eventually be able fly with winds around 10 mph.

IF YOU PAY BY MAIL SEND YOUR DUES, PROOF OF 2003 AMA MEMBERSHIP AND A SELF ADDRESSED STAMPED ENVELOPE TO THE TREASURER:

*CHUCK KENTFIELD
6843 Gallagher Cove Rd. NW
Olympia WA 98502*

Directions to TCMAA

From I-5 take the Maytown exit #95 follow this past the restaurant in to the stop sign at Littlerock. go straight through the stop sign past the Quick Stop straight ahead to the top of the hill, at the stop sign take a left, this will be Mima Rd. follow this about 1/4 mile to the intersection of Bordeaux Rd. this will be a road that is on your right. turn right on Bordeaux Rd. and follow this about 1/4 mile and you will see signs to the Evergreen Sportsman Club, you will turn right on Marksman St. follow this to the Gun Club, approaching the Gun Club you will see a gravel road on your right that winds back at an angle from where you came, follow that through the cable fenced gate and you will be there.



Tips to test your radio equipment after repairs

After receiving your repaired radio equipment, you should carefully check out the system. Without going into the math of signal strengths and such values, you need to feel you have a safe, glitch-free model.

Here is a good testing method.

Assemble the model so it is ready to fly. Without the engine running, extend your antenna one section only out of the transmitter.

Walk off a distance of 180 feet behind the model so you can look over the tail surfaces. Have a helper signal the various commands by a previously agreed code.

Operate the transmitter on the helper's commands, one at a time, noting the results.

If the test fails, showing intermittent control on the demands of the helper, then you need to move closer to the model until the commands are solid. The closer you get to the model to gain control, the less reliable the ground-to-air link is. If the distance is less than 100 feet, do not fly!

Many times the range check can

be passed by rearranging the components in the fuselage, routing the antenna a different way, keeping it away from the servos and other wires. Try moving the NiCd pack closer to the receiver also. If this fails, you should have everything rechecked at a service center.

After passing the engine off range check, retest everything with the engine running at full throttle. This will be the critical test, as everything in the model is being rattled around. Most intermittent will show up during this test. Naturally, the model is being restrained on the ground. Once again, if you are less than 100



feet away from the model, the test is not acceptable.

from The Transmitter of RCMB
Radio Control Modelers of
Baltimore
Milt Peacock, editor
Baltimore MD



Other Scheduled Events

August 9th We're invited to TCMAA's field for a fly-in
August 23rd Scale fly-in

No other events are scheduled at this time

Tips

The yellow jackets are out in force again and I thought I'd share my experience with you. I was coming in for a landing with my uproar and about 6 feet off the ground when I felt something on my elevator hand. I glanced down and it was a yellow jacket. My reaction was to wave my hand to get it to go away (remember I said my ELEVATOR hand)... Fortunately it's not beyond repair. My tip is "Don't look until you land or get someone else to shoo it away for you. I didn't even think about it, I just knew I didn't want the bee on my hand."

Come to the meeting and get your raffle tickets

Thanks again to Joe and Debralee Hein for the donation of the Lanier F-86 (.40-.46) The F-86 has all the control surfaces installed with control rods on, and the gas tank installed. It's been flown once. All you need is the radio gear, servo's and an engine. The proceeds from this raffle will go to the Scholarship fund, so come to the meeting and buy a ticket. It's for a GREAT cause.

This raffle is open to the public.



It has a minor scrape under one wing, other than that it looks brand new.