



SANDERSON FIELD R.C. NEWS



CHARTER NO. 3079

Nominations! Pylon race!

CLUB MEETING

*This months meeting will be held
on Thursday November 12th at
7:00 p.m.*

at PUD #3

At 3rd & Cota

OCTOBER MINUTES

Minutes were read and accepted as read.

Treasures report was read and accepted as read

Jody Diaz talked about having Dick Robb and Bob Beatty contact the Port on a 2008 Lease. The Port wanted something in writing so Bob Beatty wrote a proposal and e-mailed it to Terra Ditmer. The proposal included three options

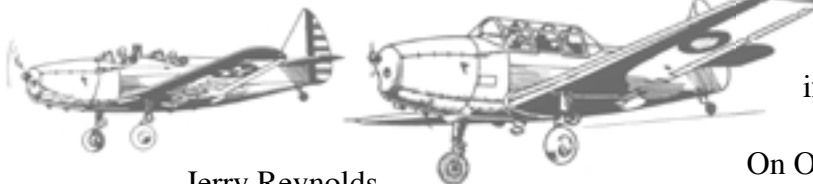
1. Pay as you go for the whole year.
2. Pay as you go for half the year.
3. As it currently is.

The meeting was positive and we were basically told we would get a lease for 2008. It appears Terra will have the last word on how it's going to work. We were also told the FAA does not recognize us as a aviation oriented or educational program. Another positive thing that came out of the meeting was that we

may be able to camp overnight for special events.

Dick Robb noted that if we do get a program where we keep track of field usage ourselves we will have to put an amendment in our by-laws to give us some teeth for members who abuse the program.

John Tupper recommended posting a calendar in the shed to sign for a particular date.



Jerry Reynolds suggested we just pay for all weekends.

Jody talked about flying at hunter farms. It seems to be a great place to fly. Still no talk of money yet. Mr. Hunter did offer some equipment for spring time improvements.

Dick Robb showed his newly completed Kanji Models Waco.

Sharon Diaz motioned to have the "Pot Luck" Christmas party on the normal meeting date. Motion passed. I'm going to start a list of who's bringing what so e-mail me if you know what you want to bring or you want to get an

idea of what we need.
Meeting adjourned 7:30

Props has requested another pylon contest on November 25, we are on the Ports calendar for that day. Tom Strom Jr. asked me to let everyone know that they will be handing out raffle tickets for each contest and at the end of the winter season they will hold the raffle.

Tom says the hobby shop he works at are donating some great prizes. Come out and help if you can.

On October 27th and 28th a few club members went out to Hunter farms to check out the possible flying field there, Jody put together a flying witch as a promotion which turned out great. There were many people buying pumpkins so we got good exposure.

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On the Safe Side

From the Iowa City Aerohawks, Iowa City, Iowa

Gas, Check! Battery, Check! Safe Pilot?

By Marc Niehus

“The best safety device of any aircraft is a well-trained pilot.”

If you have heard this phrase before—or for the first time—it needs to be said again. When was the last time you were at the field and saw something that you thought looked unsafe? What did you say to that person who was committing the unsafe act? Did you say anything or think to yourself, “that guy’s been a pilot for a long time. I’m sure he knows what he’s doing.” Did you know that, under the Official Academy of Model Aeronautics (AMA) Aircraft Safety Code, you should ask that person about their actions if they appear to be doing something in an unsafe manner?

I was new to the club and the pits were busy. Trying to stay out of other people’s way, I set up my airplanes behind the line of airplanes in the pits. I remember getting a few funny looks as if my fly was open. I won’t mention Rich’s name, but finally this pilot told me that they could make some room on the line for me and not to set up behind others in case something would happen. Others looked at me while he acted!

Before I write this next part, please knock on wood! The Aerohawks have not had any major accidents. Does this mean that we are a safe club—yes! Does this mean that because we are safe, we are immune from having a major accident—no! This brings me back to being a

well-trained pilot. Here are a few selected safety rules and practices that you might want to think about the next time you’re out at the field. So grab your favorite book of faith or a Model Aviation magazine, place your left hand on it while raising your right, and repeat after me:

1. I shall not willfully fly my model aircraft in a reckless and/or dangerous manner. This one is self-explanatory. Don’t fly beyond your skill level without a spotter or an instructor. If you are flying your brand new high-performance model, have someone with experience help you out, maybe even fly it for you the first time.

2. I shall not fly my model aircraft until it has been proven airworthy. This includes range checks, making sure everything is secured, battery charged, fuel in the tank, correct control deflections. Have an experienced pilot look at your airplane if you’re getting ready for its first flight or after a major repair. Believe it or not, you might have missed something!

3. I shall not operate model aircraft with metal-blade propellers or with gaseous boosts (other than air), nor will I operate model aircraft with fuels containing tetranitromethane or hydrazine.

4. I shall not fly over houses or buildings in the vicinity of the flying field. No one, on or off the field, should ever have cause to feel threatened by one of our aircraft.

This is a big one! If you see it happening, tell the individual and tell your safety officer. It needs reported so the club can correct the wrong. If you do it by accident, admit it so it can be corrected.

5. Children under six years old are only allowed on a flightline or in a flight area as a pilot or while under flight instruction. Watch your kids! Yes, this can be a great hobby to involve your sons and daughters in, but do you want to pay for someone’s airplane that was wrecked by your child by accident? Worse yet, have your child end up one finger short of a full hand. Aerohawks club policy includes that your children must also have someone designated to watch them while you fly. Supervise your family!

6. At all flying sites a straight or curved flightline must be established, in front of which all flying takes place. Only personnel associated with flying the model aircraft are allowed at or in front of the flightline. When you’re pulling out of the pits—ask, announce, communicate your intentions, and give the right-of-way to the people flying. It’s just “plane” considerate!

7. No powered model may be flown outdoors closer than 25 feet to any individual. When taxiing your aircraft to the pits, do not point the aircraft into the pits. Kill the engine, grab the tail, and push it the rest of the way. This one I saw firsthand and it scared the you-know-what out of me.

8. AMA has seven of 17 bullet points that just involve propellers. This means that fast, spinning, sharp things do damage. In a nut-

ON THE SAFE SIDE (CONT.)

shell, don't use repaired blades, do keep all body parts out of propeller arc, do check that your propeller is securely fastened, do exercise extreme caution when making needle valve adjustments and make them from behind the spinning propeller (unless of course you have a pusher.)

9. Airplanes must be secured in the pit area at all times when the engine is running, with engine facing the fence and away from all spectators and the pilot. The use of some type of restraining device is required when starting and running aircraft in the pit area. Do not leave airplanes unattended during run-ups or break-ins. These should be accomplished in the designated area at the south end of the pit.

The preceding is an abbreviation of AMA General and Radio Control Rules, Safety Recommendations published by AMA, and the Iowa City Aerohawks club rules. The full document for the 2007 Official AMA Aircraft Safety Code is located at www.modelaircraft.org and you need to check out our Web site for the full version of the club rules: www.iowacityaerohawks.com.

Let's all work together and make this another safe year. Be considerate to other fliers, communicate what you are doing when it comes to sharing the air (last year I witnessed two mid-air.) and if you see someone doing something unsafe or that you might think is unsafe, say it! What we do as an individual reflects the club!

Propeller Problems

By John Hice

The subject of glow engines backfiring and sending the spinner, propeller, nut, and backplate flying was discussed in "The Engine Shop" article by Joe Wagner (August 2007 issue of Model Aviation). The cause was properly defined as fuel mixture too lean, causing overheating and resultant increased compression and pre-ignition.

The correction of course, is a richer fuel mixture. However, there are times when the backfire can occur before you recognize the mixture is too lean, such as the first start after several weeks when atmospheric conditions may require a richer mixture.

There is a simple fix to prevent all that stuff on the end of the crankshaft from spreading over the countryside. Yes, it can happen in the air and your chances of finding any of it are mighty slim.

Use a nylon insert nut as a second lock nut, or alone if the shaft is not long enough. Trust me.

Finishing Tip

By Ed Spam

When I am about ready to cover a model, I always have some final repairs to make. I cover and smooth blemishes with lightweight spackling such as Bondex. It sands nicely and does a good job except that it is dead white and shows through translucent or light colored coverings.

The solution: Tint the spackling with a very small amount of brown water color, or walnut water, or alcohol furniture stain. Adjust to a color that blends with balsa. With this, your patches are invisible!

People will say, "How does he build so nicely?"

— You don't have to tell them.

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
Field Marshall	Charles Kentfield	(360)866-9473
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 Southwick	(360)426-2869
Alt Board Member	Bob Mason	(360)426-9256
Alt Board Member	Chuck Kentfield	(360)866-9473

ANTENNAS

With all of the technological advances in transmitters and receivers, we spend more time learning how to use the new features to improve our flying enjoyment. It is easy to forget that these complex signals must be sent from the transmitter to the receiver in the aircraft, and it is the antennas of each that are most important in maintaining a strong signal.

Metal-whip transmitter antennas can take a beating and should be inspected regularly. Inspection before each flying session is not a bad idea. Things have a way of happening during transport to and from the field, and back at the hangar.

Extend the antenna fully and give it a mild shake. Look for slop between the sections as this can cause an intermittent connection. If any section slides back (collapses) without force, replace the antenna. Also check that the antenna is tightly screwed into the base. Sometimes the threaded inserts break loose.

Never use metal gadgets to attach the frequency flag. Clean with tissue and alcohol, and lubricate with WD-40. If a section breaks, it can be soldered together with brass tubing while you wait for a replacement.

Receiver antennas must be handled gently. Do not pull on the connection at the receiver body. The antenna should be routed at least 2-inches clear of other electronic parts. When bundling the receiver in foam, be sure the

antenna comes out one end and the servo/battery wires out the other. Never attach the receiver antenna with a metal clip. Route it through plastic tubing, or tape it in place. If a portion of antenna breaks off, an extension can be spliced on and covered with shrink tubing. The standard length is 3 meters, but some US makers use 3 feet, and some Park Flyer, single-conversion receivers are less. A few inches in length is not critical.

The new 2.4 GHz radio systems will improve the reliability of antennas because they are only a few inches long, but existing radios have a lot of life in them.

In any case, the gold standard for determining a good radio signal is a range check with the engine running.

Take the few minutes of time to check your antennas.

2008 DUES ARE \$100.

***IF YOU PAY BY MAIL SEND YOUR DUES,
PROOF OF 2008 AMA MEMBERSHIP
AND A SELF ADDRESSED STAMPED EN-
VELOPE TO THE TREASURER:***

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

Make checks payable to SFRCF

TIPS

Glow-plug Igniter Cleaner

Oil residue can prevent glow igniters from working properly. If you carry yours in your pocket, even the lint in there can cause your igniter to malfunction. A good way to clean igniters is with alcohol and an old electric toothbrush. A clean tip on the igniter will allow more current to reach the glow-plug element for more reliable starting.

Clear Canopy Polish

Here is a good canopy polish tip, use toothpaste on the canopy. Smear a liberal amount of toothpaste on the canopy and use toilet tissue to buff the canopy to a glossy finish that will not scratch at all. Then use alcohol cleaner to remove any residue left by the toothpaste. It works very well!

From the Bartlesville Falcons Model Club, Inc., Bartlesville, Oklahoma

Cheaper Small-Parts Storage

Here is a suggestion for easy storage of small screws and bits. All you need is an ice cube tray. The advantage of this idea is that ice cube trays can be bought at low prices unlike professional parts organizers.

November 2007						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
28	29	30	31	1	2	3
DOL North		WSP - Whole		WSP - Whole		
4	5	6	7	8	9	10
		7:00p SFRCF Board Meeting		7:00p SFRCF Regular meeting		
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	1
Pylon Race						

Club Scheduled Events for 2007

January 1st.....First fly of the year (success in the rain)
 February 11th.....Pylon Race
 March 18thPylon Race
 April 14thSanderson Field RC flyers annual swap meet 9:00 to 12:00 SHS Sub
 May 12th.....Fly-In - 9:00 a.m. to ?????
 June ??Forest festival Parade float
 June 9th.....Display at Walmart
 June 10th.....Public Fly-In 9:00 a.m. to ????
 July 21stScale fly-in/ Public/ potluck BBQ - 9:00 a.m. to ?????
 August 3rd-5thPylon Race
 August 11th.....Fly-in/ potluck BBQ
 September 15th.....Fly-In 9:00 a.m. to ????
 October 6th.....Fly-In 9:00 a.m. to ????
 November 25th.....Pylon Race
 December 13thChristmas Party 7:00pm to 9:00pm pot luck at PUD #3

These dates are subject to change with 1 week notice by the Port

It's time for 2008 dues, dues are \$100.00

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

FOR SALE

80 inch J-3 Cub on floats

Includes 5 Futaba servos, battery, Futaba 4 transmitter, OS 61 engine. Runs good and good stable flyer. Ready to fly just add fuel.

Gordon Osberg 426-5172. \$150.

TWO ITEMS FOR SALE..... WILL SELL BOTH ITEMS FOR \$600.
CONTACT TOM STROM JR. BY EMAIL AT FLYBOY23E@AOL.COM

FOR SALE: GREAT PLANES LITTLE TONI
SET UP FOR OS .91 FX WITH PITTS MUFFLER
NO MOTOR OR RADIO GEAR
\$400



FOR SALE: GREAT PLANES MATT CHAPMAN CAP 580 .46
SET UP FOR THUNDER TIGER .61 WITH PITTS MUFFLER
INCLUDES TWO AILERON SERVOS AND EXTENTIONS
\$250



HUNTERS FARM CONTINUED

As you can see from the pictures below there is plenty of room. The ground was solid but we haven't had much rain yet so it remains to be seen how it will fare in the winter. Even I didn't have much trouble with the landings and takeoffs. All the usual grass field caveats apply though, bigger wheels, no wheel pants, sturdy landing gear. If everything works out it will be a great alternate flying site.



10 28 2007