



SANDERSON FIELD

R.C. NEWS

Christmas Party



CHARTER NO. 3079

CLUB MEETING

*This months meeting will be held
on Thursday December 10th
from 6:00 p.m. to 9:00 p.m.*

at PUD #3

At 3rd & Cota

Minutes were read and accepted as read.

Treasurers report was read and accepted as read.

Old business:

Dick Robb reported on a Fly-In in Burlington for non military Scale aircraft from 1900-1930. The event is free and meals are free however you are required to wear period coveralls while flying.

Dick noted the Fly-In at Hunters went very well.

We will go back to the Sub for the swapmeet.

The letter of intent needs to be sent to the Port along with our event dates. ASAP.

Sharon will cook the Turkey and Ham and Dick will bring Sweet Potatoes.

Jody Diaz motioned to increase the mowers dues discount to \$50

- Motioned passed.

New Business

Royce Tivel suggested combining the trip to Paul Allen's flight museum with a trip to the restoration center. Sharon Diaz noted we talk about this trip every year and never go.

Dick Reported the former member Joe Hein has mesothelioma and has been given a very short time to live and suggested we do something after he passes.

We received a thank you letter from our scholarship winner Shay Johnson.

Stacy Myers reported on a recent trip to the McCord AFB museum where he got to go through a C-141.

Dave Fisher asked if members could fly control line planes. Dick recommended we get our lease renewed first, as long as it doesn't increase our costs there were no objections. Dick also said that a fire extinguisher would be a requirement.

Burt Daggett said we have a possible 3rd flying site at the Reynolds

farm 10 miles out Cloquallum rd. Burt was asked to try to firm up the deal and let Mr. Reynolds know we would get insurance absolving him of any liability. Burt noted the Fairgrounds are now closed.

Gordy Osberg noted the field at Hunters is flyable but the road is a mess.

Stacy Myers motioned to return to a combination lock at Sanderson Field-Motion carried.

Stacy will pick up 2 at the PX on 11/19/09

Nominations

Bob Andrew nominated Burt Daggett for Vice President - seconded and passed.

Bob Beatty nominated Jody Diaz for Board member - seconded and passed.

Dick Robb resigned from Vice President and Board and nominated Burt Daggett as an Alternate Board member - seconded and passed.

Chuck got the flowers for the Lions club members who helped with the food at the last Pylon race Meeting adjourned 7:40

The Lighter side of Safety

By Don Nix, Insider Safety Column Editor

My last column about self-appointed, rude, and dangerous hotdogs in RC drew more mail than any previous one. With one exception, all the letters were not only in agreement, but most gave examples of similar incidents at their own fields and how they had dealt with it.

The lone dissenter was not only indignant (“Nobody is going to tell me what I can and can’t do”), but at the end of his e-mail stated he could tell I was probably pro gun control and a few other unspeakable sins, none of which were true or had anything to do with flying model airplanes. Oh, well.

As I was debating subject matter for this issue, it occurred to me that funny things related to safety do happen from time to time. They are only funny when no person is injured or no property is damaged. The following incidents took place years ago at a very popular RC flying field in Southern California.

Late one Saturday afternoon, one of our most regular and experienced pilots was flying an Ugly Stik and began yelling, “I don’t have it! I don’t have it! No control!” Then watched open-mouthed as “his” model gracefully climbed into the pattern, turned downwind, turned again and passed in front of everyone, continuing on around again, seemingly on its own. This field was a very busy

one with 12 pilot stations, and most had models in the air at the moment.

Gradually he realized what had happened. This particular fellow liked to fly low and in the weeds (literally), but was always careful to do so well past the far side of the runway, at least a hundred feet from the flightline. As he made one of his low and slow passes into the afternoon sun, an almost identical Stik was taking off at the far end of the pit area and starting to climb into the pattern. At that time of day, at that particular point and general altitude, models tended to become silhouettes briefly.

Ah, you can see it coming. Just as our friend was approximately abreast of the model taking off, his eyes picked up the other Stik as his own. In the meantime (as we discovered an hour or so later), his model had continued unhampered and uncontrolled straight ahead, crashing into a golf course several hundred yards to the west. I might mention the golfers were not amused.

On another occasion, one of my friends who did a lot of training of newbies was helping a beginner with his brand new trainer, checking everything, starting the engine, tuning it, and explaining what he was doing at every step. After getting the engine tuned and idling properly, he told the proud owner that he wanted to check the engine at full power with the nose up to be sure it wasn’t too lean. The owner, eager to please, held the airplane

vertical while the engine test was made, and was still holding it in that position when the instructor reduced the power to idle.

Yes, the fellow was a beginner, but he had been at the park for a couple of hours, and certainly must have seen what others were doing all around him. No doubt nerves pickled his brain at that moment, because when the instructor nodded at him, assuming the fellow would put it down at the edge of the runway, the poor guy simply tossed it straight up into the air, nose pointed skyward, engine at idle.

Incredibly, the stunned instructor, having more skill and presence of mind than most of us, punched the throttle full forward, managed to get the thing wallowing into the air and flew it out into the pattern.

Another fine example of what happens when we assume something.

After getting into this subject, I realized I have some more funny ones that ended up safely, but they’ll have to wait until next issue.

In the meantime, if you care to add to the list, or suggest another safety subject, I’m always available: flyerdon@aol.com.

Using Kitchen appliances

From the Eugene Prop Spinners, Eugene, Oregon

I used to soak pieces of balsa in a pungent mix of ammonia and water in order to bend them around wing tip forms, or other compound curves, like a cowling form. Now I use the microwave.

Soak the balsa (or even plywood) in water for a few minutes, then zap it in the microwave. It comes out limp as a noodle, and ready to form into complex shapes.

Also, Kraft used to sell little plastic clamps with parallel faces. The tension was by a rubber band. These can be adjusted for any amount of pressure depending on your rubber band.

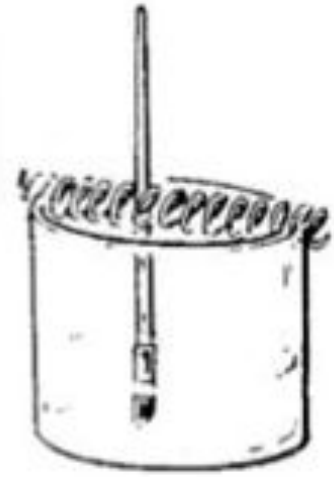
Don't overlook small spring-loaded electrical battery clamps available from Radio Shack. These make nice clamps to hold things in place while the glue dries.

Got a wing warp? A finished model is usually too big

and cumbersome to hold over a steaming kettle on your stove. Soak a bath towel in water and put it in the microwave until it is steaming hot. Wrap this around the warped wing. Have some books handy to use as weights to stress the structure in the proper direction a bit more than you would think; this is because the structure will spring back somewhat when it is all over. I hope you realize that even the finest and straightest building board is not much use if a warp creeps in after covering and painting. Butyrate dopes especially keep on shrinking and pulling at the structure.

If you don't have a MonoKote hot air gun, you can use an ordinary hair dryer. It might take a bit longer, but it is safer and you are not likely to melt the plastic film.

An easy way to cut large pieces of MonoKote is with a pizza cutter. You know, this is a wheel with a handle. This works well for irregular shapes of MonoKote.



Brush Parking

A spring stretched across a jar of thinner provides a convenient spot to park the dope brush clear of the bottom.



Separate those sheets

The protective backing on some covering films can be difficult to separate. A piece of masking tape applied to both sides provides a handle for easy separation.

DUES ARE \$100.

IF YOU PAY BY MAIL SEND YOUR DUES, YOUR OLD KEY, PROOF OF 2010 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

President	Eric Oberg	(360)426-8777
Vice President	Dick Robb	(360)427-4521
Treasurer	Charles Kentfield	(360)866-9473
Secretary	Bob Beatty	(360)426-5601
Safety Officer.....	John Tupper.....	(360)426-6383

BOARD MEMBERS

Board Member.....	Eric Oberg	(360)426-8777
Board Member.....	Dick Robb	(360)427-4521
Board Member.....	Jody Diaz.....	(360)427-6102
Board Member.....	Stacy Myers.....	(360)426-9367
Board Member.....	Bob Beatty	(360)426-5601
Board Member.....	Dave Fisher	(360)490-2338
Alt Board Member	Bob Mason	(360)426-9256
Alt Board Member	Chuck Kentfield	(360)866-9473

Christmas Party

As of this writing the list of food being brought for the Christmas party hasn't changed from my last e-mail but I'll put it in here anyway.

Mashed Potatoes -
Sweet Potatoes -
Scalloped Potatoes -
Coffee and Water -
Pie (apple) -
Jello salad -
Pie (pumpkin) and beans -

The doors will open at 6:00 p.m. for setup and I assume dinner will be between 6:30 and 7:00.

Remember to bring your gifts for the exchange, one for the flyer in the family (Hobby related) and one for the spouse (non hobby related).

Gifts have a \$10 limit.

Come and Join the fun, the food is always good and we have backup power.



Incidence: Critical— incidence must be about 1.5 positive degrees when the top of the floats are level. More than that will cause a premature takeoff before necessary speed is reached. Less than that and the airplane will probably not lift off. You will now have a high-speed boat with wings on it. You will need a Robart Incidence meter to do the job correctly. This is the most important step in setting up your floats.

Alignment: Critical— in the final assembly be sure both floats are parallel with each other and parallel with the center line or thrust line of the airplane.

Rudder: Guideline— I feel, if possible, a servo-type rudder is the best choice. It gives a more positive type action and is trouble free, especially if you will be going back and forth between floats and wheels. If, however, you will be setting up your airplane for float flying only, then an extra rudder horn and cable will work just fine.

I hope this information will be of assistance to you in setting up and enjoying your airplane.

Float Flying

It has been said that one has not really fully enjoyed RC flying until you have experienced the thrills and spills of float flying.

Hopefully the following information will be of assistance to you. Remember these are only presented as guidelines.

Motor and Propeller:

Select a motor that has sufficient power to get the airplane up on step and to gain necessary speed for proper liftoff. Remember it takes more power to lift off of water. Never use a wooden propeller on a float plane; there is a possibility that it will shatter when coming in contact with water.

Types of Floats:

There are four basic types of floats, float kits (which you must build and do not include mounting hardware), fiberglass, combination glass and wood, and foam (not recom-

mended).

Float Length: Guideline— length should be approximately 75% of body measured from back of engine thrust plate to end of vertical stabilizer, plus or minus one to three inches is okay. Too long can add too much weight; too short will not support the airplane and not enough float in front of propeller. Two inches is good.

Tread Width: Guideline— tread width should be about 25% of wingspan. The wider the width, the more stable on water. Closer together gives a more scale look, but will tip over easy in a crosswind. When it does that, you are done for the day.

Step vs. CG: Guideline— generally speaking, the step or the center of a V-shaped step should be in line with the CG of the airplane. I have found that 1/2 inch either way causes no problem.

Float Flying at Hunter Farms



On a recent trip out to Hunter Farms to check out conditions there Eric Oberg got to do some float flying.

The first picture is of our flying site with the runway on the right and the road in on the left.

He actually flew just inside the second gate.



Club Scheduled Events for 2009

- January 1st.....First fly of the year - No go... snow and rain
- February 8th.....Pylon Race - Come out and help officiate
- March 15thPylon Race - Come out and help officiate
- April 18thSanderson Field RC flyers annual swap meet 9:00 to 12:00 SHS Sub
- April 19thPylon Race - Come out and help officiate
- May 23rd.....Fly-In - 9:00 a.m. to ?????
- May 24th.....Pylon Race - Come out and help officiate
- May 30th.....Forest festival Parade float
- June 1st.....Public Fly-In 9:00 a.m. to ?????
- June 6th.....Open House Fly-in/work party - Hunter Farms
- June 20th.....Public Fly-In 9:00 a.m. to ????
- July 18th.....Scale fly-in/Public/potluck BBQ - 9:00 a.m. to ?????
- July 24th - 26th.....Pylon Race - Locked**
- August 22nd.....Fly-in - 9:00 am to ????
- August 28th-30th.....Pylon Race - Locked
- September 12th.....Fly-In 9:00 a.m. to ????
- October 10th.....Fly-In at Hunter Farms 9:00 a.m. to ????
- December 10thChristmas Party 6:00 p.m. to 9:00 p.m. (potluck)

It's time for 2010 dues, dues are \$100.00

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