



SANDERSON FIELD R.C. NEWS



CHARTER NO. 3079

No meeting in June

CLUB MEETING

The PUD has closed the meeting room access until further notice due to COVID-19

I have no idea if the calendar in the newsletter is accurate, the last I heard the Port wasn't updating the inactive runway calendar for some reason. The calendar in the newsletter reflects what is on the Port's calendar.

There has still been no word on having meetings.

I hope everyone is well, go out and fly, and practice social distancing.

Wind-correction techniques
by John Glezellis jglezellis@gmail.com

As an International
Miniature Aerobatic Club

(IMAC) competition pilot, you must overcome various challenges. Some examples include learning new sequences and how to perform each maneuver. Modelers must also become familiar with the aerobatics figures and judging criteria, no matter what type of weather (within reason) exists.

I became involved in RC Scale Aerobatics competition after being a spectator at the 1994 Tournament of Champions (TOC) in Las Vegas. Since then I have seen many pilots who are new to aerobatics competition only practice when weather conditions are favorable. You must not fear strong wind or poor weather conditions because who knows what the weather gods might bring on competition day.

Without further delay, let's get down to business!

Wind Correction Fundamentals

A pilot is required to perform all maneuvers to perfection. Pilots should know that the flight path, not the attitude of the aircraft, is judged. Loops and partial loops must be round, vertical lines must be perpendicular to the horizon, and horizontal lines need to be parallel to the X or Y axis.

Not all maneuvers are wind corrected—including the stall turn, tail slide, spin, and snap roll—because they involve an airplane in a stalled state. When the airplane is stalled, it will drift, and that drift amount is disregarded by the judges.

Flying With the Wind

Flying in wind is

WIND CORRECTION TECHNIQUES CONTINUED

difficult, but with proper practice, a pilot can make the required corrections that result in a flawless routine in any headwind, tailwind, or crosswind.

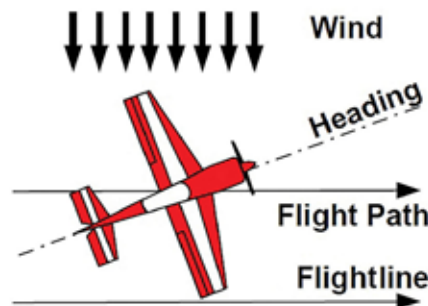
To begin, you must become familiar with the wind and how your model behaves. Practice flying horizontal lines parallel to the runway in a headwind, tailwind, and crosswind. As a turnaround maneuver, use a stall turn at the left and right side of the aerobatic box. The stall turn is not wind corrected.

At the top of the figure, the model might not pivot 180° if it's flown into a crosswind. With a crosswind blowing in and the aircraft traveling from left to right, a pilot needs to lean it slightly into the wind before the maneuver begins, during the pull to vertical, and on the vertical upline. If the airplane is yawed 10° out and the model pivots around the top, a pilot must establish a vertical downline where the nose of the airplane will face into the wind by 10° .

The rotation of the figure at the top is not to

be wind corrected, and the airplane can drift at that time because it is in a stalled state. With the degrees noted, the model will only rotate 160° over the top of the figure.

Pay attention to the aircraft's position and try to keep it at the same distance for each pass. When flying in a crosswind, you will notice that rudder correction is mandatory to keep the nose pointed slightly into the wind and to maintain the same distance. Otherwise, the airplane will drift significantly.



When flying in a crosswind, a pilot must yaw the aircraft into the wind at the appropriate angle to allow for a flight path parallel to the flightline.

For vertical uplines and downlines in a headwind or tailwind, a model must be pitched into the wind for a flight path that's perpendicular

to the horizon.

If you are flying in a headwind or tailwind, the aircraft will travel slower into the wind compared with downwind. Throttle management is essential to maintain a constant flight speed. Wind speeds vary and might increase at different altitudes. What works at one altitude might not work at another!

Closing Thoughts

Flying in wind is challenging for pilots and judges. With time, the required control inputs will become second nature. Keep the model safe and seek the advice of experienced fellow competition pilots when needed.

Until next time, fly hard!

(Article edited see the full article in the June AMA magazine.)

HUNTER FARMS AUX FIELD

Someone left a gate open in the woods that let the cows come over to our field and spend some time tromping around making 2” deep holes all over the runway and pits. We got together a small work party and filled most of the holes on the runway, the pits however is still in need of some TLC.

The port-a-potty has been repaired and should be moved out there pretty soon.



DUES ARE \$75 IF PAID BEFORE JAN 1ST, \$100 THEREAFTER.

IF YOU PAY BY MAIL SEND YOUR DUES, PROOF OF 2020 AMA MEMBERSHIP AND A SELF ADDRESSED STAMPED ENVELOPE TO THE TREASURER:

**MARK PENTONY
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Make checks payable to SFRCF

CLUB OFFICERS

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BOARD MEMBERS

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Board Member	Jody Diaz.....	(360)427-6102
Board Member	Bob Beatty	(360)229-3408
Board Member	Mark Pentony	(360)490-4742
Board Member	Todd Pepin.....	(352)232-4283
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June 2020

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
31 Jet's over Shelton	1	2	3	4 1:00 PM Training	5	6 WWSCC sports cars
7 WWSCC sports cars	8	9	10	11 1:00 PM Training	12	13 Vipers
14 NWACC - Corvette club	15	16	17	18 1:00 PM Training	19	20 Closed Runway Bridge city
21 Closed Runway Bridge city	22	23	24	25 1:00 PM Training	26	27 Viper Club
28 Viper Club	29	30	1	2 1:00 PM Training	3	4

Pacific Time Time Zone

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Training nights are **ALWAYS** weather permitting, check the weather at the field before leaving
 Sold days can change, check out the website before heading to the field.

<http://sfrcf.quintex.com/event/events.html>

Club Scheduled Events for 2019

Event dates in black are scheduled. Events in gray are complete.

January 1st First fly of the year - Sanderson Field - 10:00am
 May 30th..... Winter buy back challenge
 May 31st..... ~~Wardens - Sanderson Field~~
 July 4th..... Club Fly-in - Sanderson Field - 9:00 am
 July 18th..... To be determined - Sanderson Field
 July 19th..... To be determined - Sanderson Field

dues \$75 before January 1st and \$100 on or after

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