



# SANDERSON FIELD R.C. NEWS



CHARTER NO. 3079

## Fly-in Hunter Farm Oct. 10th

### CLUB MEETING

*This months meeting will be held  
on Thursday October 8th  
from 6:00 p.m. to 9:00 p.m.*

*at PUD #3*

*At 3rd & Cota*

Meeting called to order at 7:00 pm. Minutes weren't officially read and accepted but we covered the issues from the Sept. minutes IE BBQ. The treasurer's report was read and accepted.

We had a guest arrive during the meeting. Fred Dumars he stated he was interested in getting into Rc and had an interest in float flying.

#### **Old Business**

John Tupper reported

that he had priced BBQs and had found an appropriate model in the \$160.00 range. A Motion was made (John T) and seconded by D. Robb. To purchase said item. Voted passed.

Gordy Osberg reported that he had received a letter from Tori Peckham. In this letter she stated that she appreciated the clubs support via the two \$500.00 scholarship contributions. She went on to state that she had a change of heart regarding her career aspirations. She is pursuing a career in veterinary medicine and says she still plans to be a private pilot but no longer plans to be commercial.

#### **New business**

Members discussed revenue produced during past and most

recent Pylon events including the profit margin on the food program and future plans on predicting purchasing to address the predicted demand.

Following this discussion Chuck Kentfield made a motion to purchase flowers for our food worker girls. This was seconded and passed.

Chuck Kentfield stated he hadn't received payment from the Pylon club but stated he would contact them at RC Hobbies.

It was announced that he Mason County burn ban had been discontinued.

Members agreed to bring assorted food items (Potluck) to the Sept.. 12th fly in.

Meeting adjourned at 7:43

### Helicopter Issue

Helicopter sighting @ the Sept.. 12th Fly In. During our activities at the Port Of Shelton field the members present witnessed a number of parachute drops performed by a small helicopter. As you can see in the photos the aircraft was flying low and fast. I believe all the witnesses would agree that it was being operated in an unsafe manner. I called 911 and reported our observations at 1:30.

Terri Oberg was able to get quite a few photos, a number of these were forwarded to the FAA Flight Standards District Office (FSDO) with a brief written report. Darcy sent a separate written report as well. I was contacted by a representative from the FSDO and discussed the incident with him and reiterated our safety concerns. He stated they would investigate the incident. Due to privacy issues we may never hear an official result but I hope we won't see a repeat of this flying.

SFRC President

Eric "Obee" Oberg

See page 5 for photos

# Pylon racing at Sanderson Field

**Excitement From The Flight Line**  
By Royce Tivel

The Sanderson Field RC Fliers (SFRCF) hosts several sanctioned Academy of Model Aeronautics (AMA) pylon competitions each year. The competitions are sponsored and organized by the Pylon Racers of Puget Sound (PROPS). The events are held at Sanderson Field in Shelton, Washington, the SFRCF home field. Several members of SFRCF are dedicated RC pylon racers and are also members of PROPS.

## THE PILOTS

Tom Strom Sr., Tom Strom Jr., Tom Graves, Edward Graves, Eric Ide, and Dan Nalley are regular participants at the Sanderson Field competitions and are all SFRCF members. They are also members of PROPS and some often serve as contest director (CD) or equipment coordinator.

Tom Strom Sr. and Jr. regularly serve as “caller” for each

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**DUES ARE \$100.**

**IF YOU PAY BY MAIL SEND YOUR DUES, YOUR OLD KEY, PROOF OF 2009 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**

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other during the competitions. Tom Sr. is a long time pylon racer and set the national Q-40 speed record of 57.83 sec on 8/5/2007--and did it at Sanderson Field. His “caller” at that time was Tom Jr. He flew a Nelson LS powered Polecat for the record. Tom Sr. continues to be an inspiration and mentor for pylon racers of all experience levels and also continues to be a fierce competitor. As pilots, both Sr. and Jr. are often among the winners at the end of the competitions.

Tom and Edward Graves fulfilled a pylon racer’s dream by competing in their first NATS competition for the 428 Q-500 event in July. Prepping and testing their planes and then packing and shipping them was done just before flying to the competition. Insuring that their equipment arrived safely was quite a challenge. Although they didn’t bring home a trophy, they both felt like winners after the great experience of participating in the competition. Tom and “Eddie” are a father and son team and each serves as the “caller” for the other during competitions.

Eric Ide and Dan Nalley are also serious competitors at the Sanderson Field events and are often among the winners for the events they enter. As do many pilots, Eric also served as a caller at a recent event.

## THE PLANES

Specifications for planes flown at AMA sanctioned pylon events are detailed in the AMA competition regulations. The regulations discuss everything from the spinner to the tail. Design speci-

cations in the regulations for each class of competition include those for the wing, fuselage, power plant, landing gear, propeller, construction materials, and many other parts of the plane.

There are three AMA classes (Events) that are flown at Sanderson Field, as follows: Event 422: Quarter 40 (Q-40), Event 424: Sport Quickie, and Event 428: Quickie 500 (Q-500).

The Sport Quickie (424) is the entry level event and the planes are the slowest of the three, reaching about 110 mph around the course. Their specification insures that the cost for the plane and engine will be low. The planes are readily available commercially. Wings and tails must be constructed of either all wood or wood sheeting over a solid foam core. An example of a commercially available Sport Quickie is the Great Planes Viper 500.

The Quickie 500 (428) is the next step to high performance RC pylon racing. The “500” refers to the minimum wing area for the class of 500 square inches. Unlike the Sport Quickie, wings and tails manufactured in molds designed to produce hollow core structures can be used. With the engines permitted for this class, the planes can reach speeds around 170mph.

The Quarter 40 (422) is the fastest of the classes. These are the planes that reach the 180-200mph top speeds. Q-40 planes are often all composite and “painted in the mold” resulting in beautiful, sleek--and fast--racers. As specified in the regulations, the planes in this class must also resemble real airplanes:

## 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

### Pylon racing (continued)

“Models entered in this event shall be recognizable replicas of full-scale, human-carrying, propeller-driven aircraft that either raced in or were built for closed-course or cross-country racing or a speed record attempt.”

### THE RACE COURSE

The race course is defined by three pylons that create a triangular course. Ten laps around the course equals 2.5 miles. The actual distance flown is longer, as Tom Strom Sr. points out:

“... a pilot needs to deviate course for many reasons. Held up by lap traffic, have to fly around and pass traffic, changes in altitude, wider lines around the course for any reason. I think it would be safe to say the average aircraft flies between 3 to 3.5 actual miles, but the course is a 2.5 mile course.”

Pilots fly their aircraft around the course in a counter-clockwise direction. The course length is selected to result in 10-lap

times between one minute (fast pace) and two minutes (slow pace for beginners). For the quickest aircraft, the speed around the course is typically between 180-200mph.

### THE PREPARATION

Preparing for a pylon race actually begins before arriving at the field. For Example, Tom and Edward Graves spent many hours testing their Q-500 aircraft at Sanderson Field before flying off to the NATS--and this does not count the hours of building time. Although Tom and Edward purchase pre-built wings for their Q-500 aircraft, they use their own design for the fuselage. Like other pylon pilots, Tom and Edward pay close attention to every detail of the aircraft in order to increase reliability, reduce drag, and increase performance--before the race begins.

The day before a scheduled competition at Sanderson Field, the PROPS organizers are on site setting up the course. At this time, the field is open for practice flights. Sometimes, before the races actually start in the morning, time is also scheduled for practice flights.

Pilots prepare their aircraft with meticulous attention to detail. The difference between first place and last place is often so close that every aspect of the aircraft's readiness is important. As an example, glow plug elements are frequently checked for color, an indication of the right carburetor adjustment. It is very disappointing to be on the flight line, with the clock counting, and not be able to establish flight control or start an engine before the start-flag drops--and this does happen!

Before the ride to the flight line, pilots check the “heat matrix” for their races, fuel their aircraft, and apply identifying decals to their aircraft that correspond to the starting lanes on the flight line. A heat matrix used for the Sanderson Field competitions also shows which drop of the flag launches which lanes. The aircraft launches are staggered slightly to prevent congestion at the starting line on takeoff.

For safety, hard hats are required for everyone on the flight line and also for judges and other course workers. After putting on hard hats, pilots board a trailer for the ride to the flight line. THE FLIGHT LINE As new pilots and their callers arrive and ready themselves for a new heat, others begin the ride back to the campsite. For safety purposes, everyone who is not on the flight line must be a minimum of 300 feet from the race course, as defined by the three pylons. At Sanderson Field, the campground is further away and the participants are shuttled to and from the flight line.

Among the many responsibilities of the starter is to have pilots perform a control check to

# Pylon Racing (continued)

insure that the RC system is functioning properly: the transmitter and receiver for each aircraft must be functioning correctly.

When the pilots/callers are ready, the starter starts the 60-second clock. After the clock starts, and because pilots do not want to start their engines too soon, they watch the clock closely until, in their experience, it's the right time to do so.

Pilots have 60 seconds to start their engines and signal their readiness to control the aircraft to the starter. After the engine has been started, the pilot typically moves away from the start line (towards pylon 2 and 3) and prepares to control the aircraft.

After the starter "drops the flag," the caller launches the aircraft and races to the side of the pilot. With the first drop of the flag in a three pilot heat, the two outside lanes launch; the middle lane launches with the second flag.

While the pilot controls the aircraft, the caller "calls" to the pilot when it's time to make a turn. Course judges watch the race carefully to make sure the planes round the pylons on the outside and do not turn a corner by cutting inside the pylon. A "cut" results in an extra lap; two "cuts" and the pilot is out of the race. Other course workers keep track of each lap completed by every aircraft and their time around the course.

As each aircraft completes the last lap, the starter drops his flag to indicate this to the pilot. When all of the planes have completed their last lap, the starter

records the heat results. As specified in the regulations, the pilots will later receive points for the heat as follows:

"After each heat, points shall be awarded based on the order of finish. If the matrix is set up for four-plane heats, the result is four (4) points for first place, three (3) points for second place, two (2) points for third place, and one (1) point for last place. If the matrix is set up for three-plane heats, the winner receives three (3) points, second place two (2), and last place one (1) point. If the matrix is set up for two-plane heats, the winner receives two (2) points and the loser receives one (1). Zero points are awarded for a no-start (DNS), failure to complete the heat (DNF), double cut (XX), or black flag (DQ)."

When the pilots arrive back at pit area, the heat winner must weigh his/her aircraft to insure that it is at or above the minimum allowable weight, as specified in the regulations.

After the last heat of the last day, it's time for the awards ceremony. It's also time for the course-workers prize drawing.

## CREDITS

It takes the dedicated effort of many course workers, organizers, and other supporters to put on a pylon event. Although they are not listed in this article, they should all know that their efforts are always greatly appreciated. Having volunteers for the course work also frees the pilots and callers to concentrate on preparing and flying the aircraft.

All of the images in the full HTML version of this article were taken by the author. The images were taken with an inexpensive, hand-held 5.1MP camera and all received some processing in Adobe Photoshop. Taking images of a Q-40 in flight with such a camera takes a little practice: the camera has to be aimed far ahead of the approaching racer and the shutter clicked to allow the aircraft to fly into the field of view by the time the--slow--shutter actually takes the image.

Special thanks to Patt and Dan Nalley for reviewing the article and offering their comments and suggestions.

## REFERENCES

Model Aviation  
"Racing is addictive, and that's a good thing"  
by Scott Causey  
April 2009  
Page 130

Model Aviation  
"The call to racing"  
by Scott Causey  
June 2009  
Page 135

The full HTML version of the article is at:

<http://www.selectdigitals.com/articles/racers.html>

Special thanks to Eric Oberg for taking minutes at the last meeting, I was in Wenatchee at the scale masters. Great weather and field and a good turn out. I'll have more next month





## For Sale

### Thunder Tiger .75 Four Stroke

only about one tank of gas through it that I would like to sell. Engine is \$229.99 brand new, and I am asking \$150.



Not actual plane - picture for reference only

### E-Flight Pulse 25 on E-Flight floats

Airplane comes with all radio gear except RX, and the normal landing gear. Has an E-Flight Power 32 motor and 60amp speed control. Aircraft has never been flown. Package would cost \$600 and he is asking \$500.



Interested parties should contact:  
Tom Strom Jr. @ 206-786-0617



## Helicopter issue (from page 1)

October 2009						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3
					DOL Instructor training	
4	5	6	7	8	9	10
DOL Instructor		7:00p SFRCF Board Meeting		6:00p SFRCF Regular meeting	DOL instructor training	
11	12	13	14	15	16	17
DOL instructor		WSP collision reconstruction				BAEC Auto
18	19	20	21	22	23	24
BAEC Auto		WSP collision reconstruction				
25	26	27	28	29	30	31

As always the dates in the red boxes are no fly days, the ones in green are OK to fly...

Be sure to check the Events page on the Web Site.

<http://sfrcf.quintex.com/Events.html>

## 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 15th .....Pylon Race - Come out and help officiate
- April 18th .....Sanderson Field RC flyers annual swap meet 9:00 to 12:00 SHS Sub
- April 19th .....Pylon 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 10th .....Christmas Party 6:00 p.m. to 9:00 p.m. (potluck)

**It's time for 2009 dues, dues are \$100.00**

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