



# SPACE CITY CRASH

Space City Website: <http://spacecityrc.com>

June 2013

## From the Editor

On May 11<sup>th</sup> I took a couple of 1/5 scale Warbirds and headed to Woodruff, South Carolina for the 31<sup>st</sup> annual Joe Nall fly-in. It was a 15 hour drive and arrived there Sunday about 1:00 pm.

I registered as pilot #849. I pitted about 100 yards north of the center of the main flight line. Already there were several hundred campers, motor homes, and trailers. The place is 440 acres with the many flight lines generously spaced apart. You have float plane, control line, 3D, electric, and helicopter flight lines all separate. It is about two miles from one end to the other so I'm glad I brought my bicycle. There are 2 busses that run all day and will shuttle you anywhere, anytime, for free.

The weather was cool and spectacular the whole week. I made 14 trouble free flights and was amazed how quick the flight lines move. There were thousands of planes and people from all over the world. Any type of plane you can think of was there. Every vendor in the hobby seemed to have a tent there. The evenings featured dinners, live bands, auctions from the

vendors, and lots of night flying.

I left there 6:00 Sat am and was home at 9:15 that evening. It was definitely heaven for any modeler. The pictures and videos you see do not do it justice. Everyone needs to put this on your list and go check it out! Paul

## Club Meeting Notes

Last meeting May 12<sup>th</sup> on Mother's Day

12 members present

TR BB \$5,202.00 CD \$4,022.00

Renewing member: Michael Moore. Good to have you back!

Old business: Discussed the Pattern contest results and take. Thanks to all members that helped run the contest. Nothing but praise from participants on how well organized the event is. Total profit to club is \$600 after all expenses.

New business: No new business, but expressed concern over the amount of planes that have been destroyed at the field lately. May 28<sup>th</sup> had five planes destroyed in one day at SCRC. I know crashing is part of the hobby, but it doesn't have to be that way. Let's do whatever it takes to keep these planes in the air in one piece, instead of on the ground in many pieces. We are better than that.

No model of month:

Crash of month: Finnis Hopson destroyed his H9 50 size Corsair when he accidentally mistook the power switch with the trim switch while flying. "Don't do that!" he says.

No member projects sent in this month:

## For Safety's Sake

The hot summer months are upon us. Be sure to take plenty of water or thirst quencher with you to the field. Make sure you use plenty of 30 SPF or higher sunscreen. Do not put sunscreen above or around your eyes. Sunscreen will burn your eyes and blur vision. Always wear a hat if possible! The south Texas heat can be very dangerous if not careful. Think! Paul

## SPACE CITY RC CLUB

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**June Club Meeting –  
Sunday, June 9 at 2 p.m. at the field**



# A Take on the SCRC Pattern Contest

By Glen Watson

The 6<sup>th</sup> annual Space City Spring Pattern event was held May 4<sup>th</sup> & 5<sup>th</sup>. Each year the event has grown in attendance as a direct result of the club's effort in hosting a well-run event. Big thanks goes out to the club members who helped with preparing the facility, running the concessions and administration along with making the contestants feel welcome and enjoy a weekend of competition flying. This year we had 34 pilots from as far away as Hot Springs, Arkansas, Baton Rouge, LA, Dallas and San Antonio, Texas plus locals from the area Houston RC clubs. Weather both days was good overall although winds gusting over 20 mph did present a challenge. Pictures of the event are available at the following link <https://picasaweb.google.com/Brysurmarne/F3AHoustonMay5th2013#>.

Among the pattern community in and around Houston this event is considered a "must attend" due to our management, hospitality and venue. We are in a solid position to expect a good turn-out in future years. It's a no secret this is a fund raiser for the club. Recommendations and suggestions on how to improve and grow the event are welcome.

What is Pattern? Pilots compete in 5 different classes. Each class contains a predetermined sequence of maneuvers. There are four AMA classes, Sportsman, Intermediate, Advanced and Masters and one International class, FAI. Sequences become more complex with a higher degree of difficulty as pilots progress from Sportsman to FAI. Each maneuver within the sequence has a degree of difficulty value, a multiplier called a K-Factor. Each maneuver is judged on a scale of 10-1 in half point increments in AMA including take-off and landing and whole point increments for FAI. Only airborne maneuvers are judged in FAI. A zero is awarded for maneuvers done incorrectly or out of sequence. In early pattern days a single maneuver was executed directly in front of the pilots and a panel of judges with each upwind and downwind pass. Pilots were allowed to perform a 180 turn of their choice which was not judged. Today's pattern sequences now include turn-around maneuvers which are judged. Maneuvers are judged using the following criteria:

- **Precision** - how well the model tracks the shape of the individual maneuver. Maneuvers are required to be wind corrected in such a manner as to preserve their shape and symmetry.
- **Smoothness and gracefulness** - would relate to providing a smooth, flowing, polished appearance in flight
- **Positioning** - the center maneuvers should be performed in the center of the maneuvering area. Turnaround

maneuvers should not exceed the limits of the maneuvering area.

The maneuvering area is defined by an imaginary box in the sky. There are lines projected on the ground at 60 degree angles to the left and right of where the pilot stands out to a maximum distance of 175 meters (574 ft.) measured at center. Another 60 degree line is projected upwards from the pilot out to 175 meters which defines the ceiling (~900 ft.) of the box.

There are rules governing the aircraft as well.

- **Propulsion source limitations** – Any suitable gas or glow motor can be used. Electrically-powered model aircraft are limited to a maximum of 42.56 volts.
- **Weight and size** - No model may weigh more than 5000 grams gross, excluding fuel, ready for takeoff. Electric models are weighed with batteries. In Sportsman, Intermediate and Advanced an allowance of 115 grams is permitted. No model may have a wingspan or total length longer than two (2) meters (78.74 inches).

I'd like to mention the maneuvers in the AMA Sportsman sequence are designed to be flown by most weekend sport aircraft designs. Typically at local events like ours the aircraft weight and size rule is waived enabling an introduction to pattern without making an investment in a specialized airplane design.

Hopefully I provided some clarity about pattern and why the white lines are painted on our runway and why I and few others stand where we do when where practicing. It may be interesting to know I was the only pattern flyer when I joined the club seven years ago. Now there are 7 others including two father and son teams.

I'm always glad to answer questions about pattern and the equipment used. Feel free to contact me with questions anytime or at the field. Again I want express my thanks to the club for their continued support in hosting the past and future pattern events. Below is a list of pattern web sites you may find interesting.

- <http://nsrca.us/>
- <http://www.rccityfl.com/>
- <http://www.centralhobbies.com/>
- <http://www.f3aunlimited.com/webstore/>
- <http://www.oxai-rc.com/main/default.aspx>
- <http://pages.suddenlink.net/donramsey/Contests.htm>
- <http://www.modelaircraft.org/files/2011-2012RCAerobatics2.pdf>



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