



ARCS News



Alamo Radio Control Society

www.alamorcs.org

AMA Charter 603

August 2022

San Antonio, Texas

CLUB FLYING SITE Is located just west of Macdonia at 10025 Shepard Road

The next club meeting is scheduled for Tuesday, September 20, 2022, at 7 PM in the Acadiana Café, 1289 SW Loop 410.

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Club Meeting:

Held the 3rd Tuesday of each month (except Dec)

7:00 PM to 9:00 PM

Tuesday. Acadiana Café, 1289 SW Loop 410

July, 2022 Fun Fly

The July Fun fly was small. Only twelve people attended. As is often the story, the summer months usually produce smaller attendance with many pilots flying early in the day or not at all.



For those who braved the July heat and sun the reward was ample opportunity to fly; that is until the heat and the winds became unmanageable. Here are the key features of the day.

There were several inaugural flights. Daren Manson successfully completed two maiden flights starting with his E-flite 70mm EDF Viper and finished with his impressively huge E-fite Opterra 2M Flying wing. Jeremy Cribb successfully flew his E-flite A-10 Thunderbolt II EDF jet on its inaugural flight, a jet he actually bought for his son. Jeremy also successfully flew an E-flite T-28 Trojan 1.2m with smart

technology on its maiden flight.

Among the most impressive airplanes were Jim Agnew's *Katana*, which he had won in a raffle. Equipped with *Avian Smart Technology*, the *Katana* in golden yellow and vivid red covering, offered an eye-catching image while in flight.



Rivalling the *Katana* view was Jeremy Cribb's *Sig Rascal 40* in transparent red covering with solid white contrast and matching wheel pants. Powered by a



geared electric motor it is a quiet, gentle flier and a pleasure to watch.

The only excitement came when Sal Sordo's *U-Can-Do*, began to fly erratically at low altitude. Sal managed to land safely in the grass avoiding a crash. Seems Sal needs to address the settings on his new Spectrum Transmitter.



And applause for new pilot and member Bud Rubin on successfully flying his *Hobby Zone Aero Scout* without crashing on this his second time out!

Thanks to Jim Agnew and Chris Freeman for the repairs to the field flag pole.

It was not yet midday when the heat index reached 102 degrees accompanied by

unpredictable winds blowing across the runway. By noon only two fliers remained. No doubt every pilot is looking forward to those cooler days we know will come when autumn arrives.



Jim Witthauer

Meeting Minutes

Editor's Note: Due to unavailability of club officers, the July meeting was cancelled. Minutes will be posted for the August meeting in the September newsletter.

International Miniature Aerobatic Club (IMAC) Contest

This coming October, 8th and 9th, the club will host another IMAC aerobatic contest. Coordinated by Ken Rogers, the club expects at least 10 pilots, possibly more for the two-day event. Most flying will occur on Saturday. There is a Novice category which requires no entry fee and

is open to any pilot who wants to try his/her hand at the competition. You may fly any airplane you are comfortable with. Last year your editor entered with his Tower Hobbies Edge 540 electric plane, and won. Of course I was the only competitor in the novice category so it was impossible to lose. You could say I also placed last. It was a great experience and Ken and I encourage more club members to join in.



So what do you need? First of all you need an airplane that can fly the maneuvers. A plane with neutral characteristics and plenty of vertical power would be best, but any plane can be competitive if you practice. The maneuvers aren't hard to do, just hard to do well. They consist of maneuvers all of us typically fly as we're bashing about the sky on a weekend flying session. Unlike AMA pattern contests, the turnaround maneuvers are scored too.

The really competitive pilots, like the one pictured under the shelter, use a small airplane on a stick to practice fly the maneuvers, getting an idea in their minds as to what the maneuver sequence should look like. The maneuvers are diagrammed in Aresti figures. So what are Aresti figures? Here is an excerpt from a web page of the FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE (FAI):

"How do pilots know what aerobatic maneuvers they have to fly when they compete? The answer lies in understanding what are called Aresti figures. Named after Jose Aresti (1919-2003), a Spanish aerobatics instructor who developed them in the 1960s, they use a system of lines, arrows, geometric shapes and numbers to describe the precise form of a manoeuvre. The system allows pilots to understand what is expected of them in training or competition, and it also allows pilots to invent new figures. They are published in book form by the Aresti family, as the Aresti Catalogue. This forms the FAI standards document on the aerobatic figures permitted in competition."

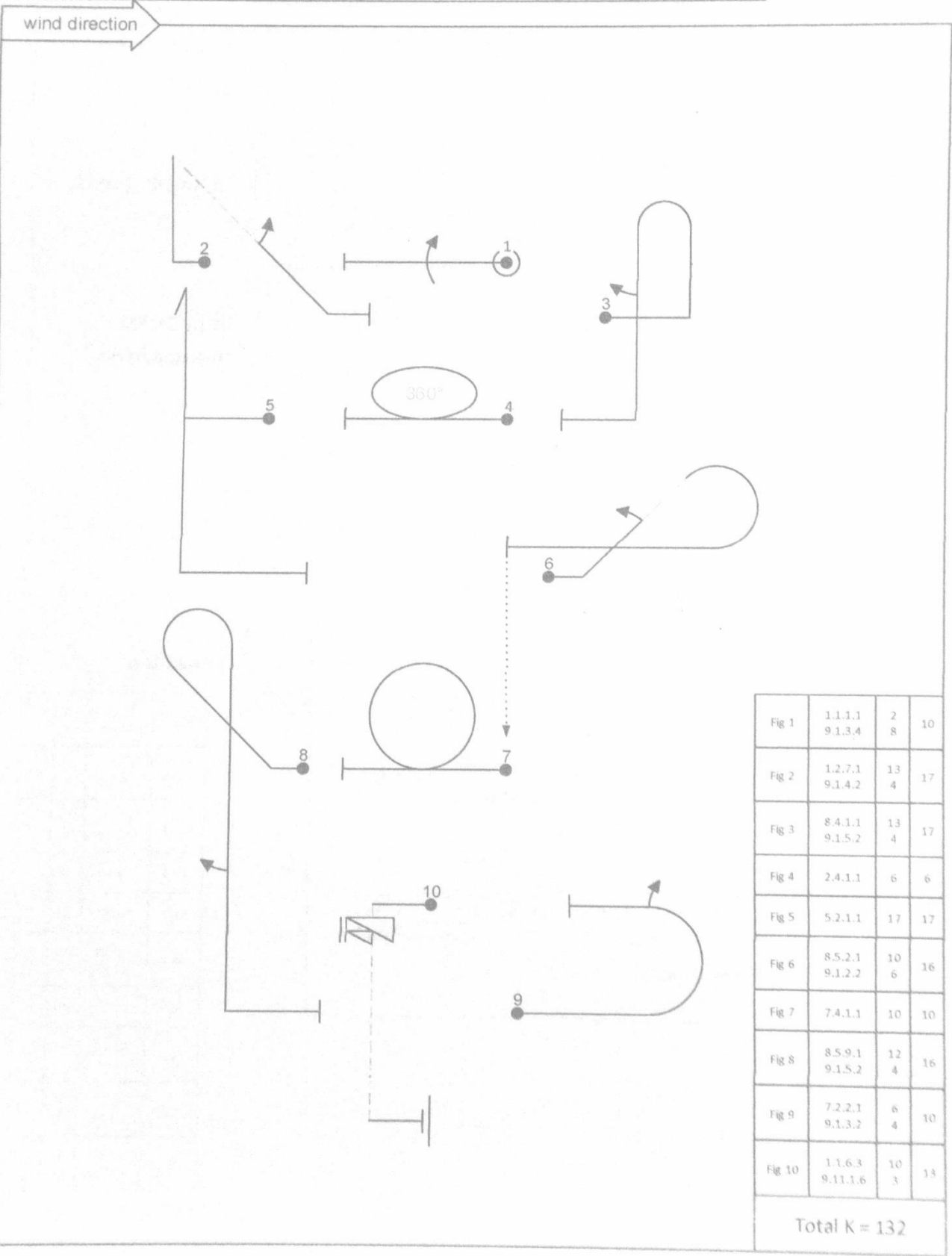


It takes a bit to understand them, but once you get the hang of it the scheme makes sense. On the next page are the maneuvers for the Novice and Basic competition. As you can see, the maneuvers are pretty basic. They do favor an airplane that can climb vertically. The turnarounds involve vertical and 45 degree climbs and dives with rolls. The maneuvers are numbered in the order they are to occur, 1-10. The dot signifies the beginning of the maneuver the vertical line the end. An arrow that crosses the main line signifies one complete aileron roll, a half line, sticking out from one side of the main line, signifies a half aileron roll, essentially from inverted to upright. The large and small triangles signify a one and a half turn spin. The main lines show the shape of the whole maneuver. In the photos, part of the 45 degree lines did not come out. The half aileron roll comes in the middle of the downward slope.

One maneuver leads into the next. Before you begin the sequence, which starts with an aileron roll, your caller/helper tells the judges you are "in the box." From then on you are judged until the sequence ends. Two sequences are flown, one right after the other, in the session. There were two sessions when I flew last year. For an electric plane, the judges allowed me to land and switch batteries. On the second flight, the 4-S, 4000 mAh battery lasted for both sequences without changing. Throttle management can do that.

You see there are two diagrams, both the same except for wind direction. The wind direction determines the direction the maneuvers start, left to right or right to left. Prevailing winds at the field are usually from the east to southeast, so page B would likely be what you'd fly starting with an aileron roll upwind. I hope more club members will give it a go this year. It is fun and a somewhat humbling experience

C	Contest:		
	Date:	Program:	Known
		2022 Basic	



B	Contest	
	Date:	Program: 2022 Basic Known



wind direction

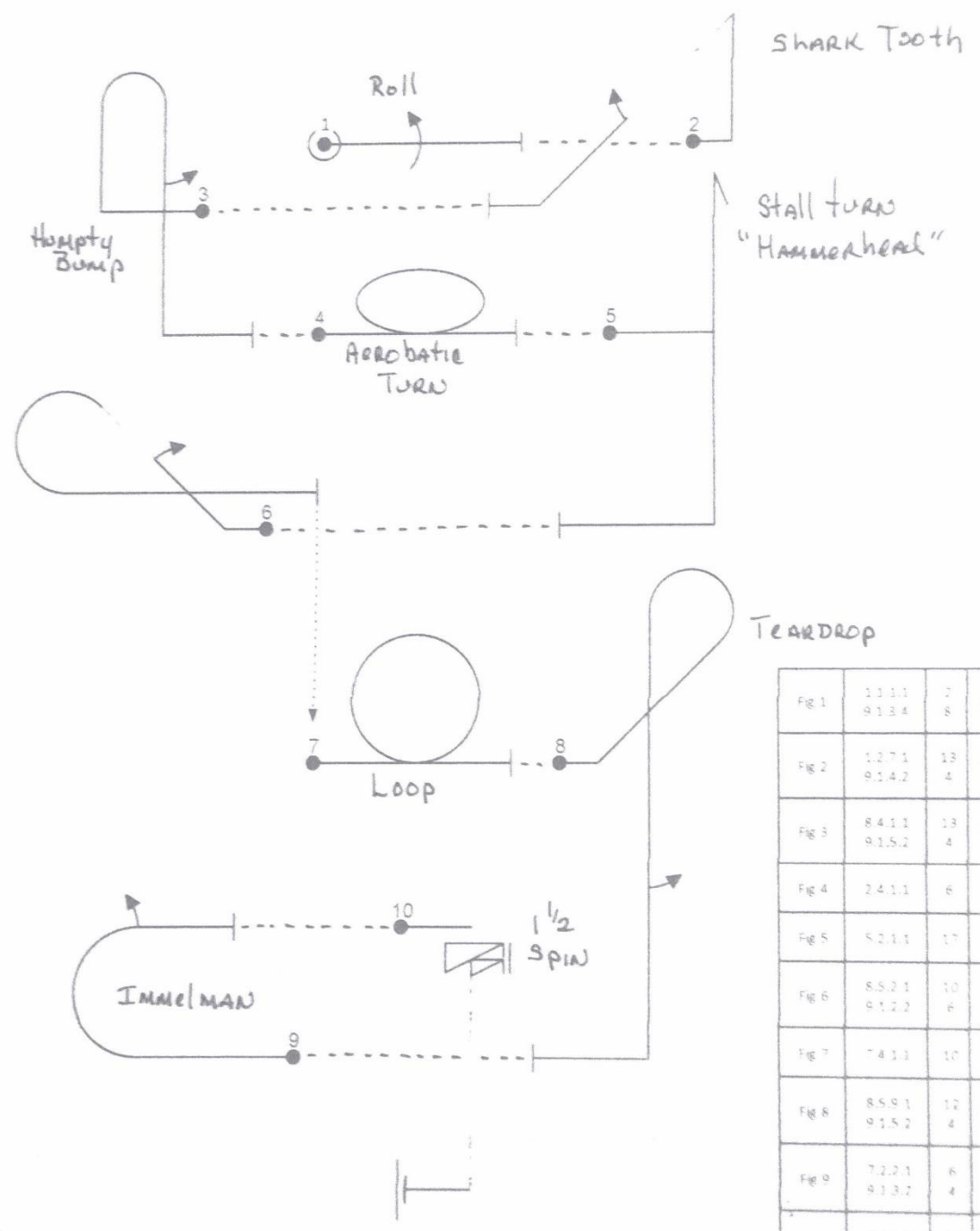


Fig 1	1 1 1 1 9 1 3 4	5 9	10
Fig 2	1 2 7 1 9 1 4 2	13 4	17
Fig 3	8 4 1 1 9 1 5 2	13 4	17
Fig 4	2 4 1 1	6	9
Fig 5	5 2 1 1	17	17
Fig 6	8 5 2 1 9 1 2 2	10 6	16
Fig 7	7 4 1 1	10	10
Fig 8	8 5 9 1 9 1 5 2	12 4	16
Fig 9	7 2 2 1 8 1 3 7	6 4	10
Fig 10	1 1 6 3 9 1 1 1 6	10 3	13

Total K = 132

July Fun Fly Photos
Jim Witthauer





















