

The Stall Turn or Hammerhead a turnaround maneuver

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The stall turn is very pretty, quite easy to do and serves nicely as a tum-around maneuver. You start going in one direction (to the right, for instance), and you end up heading in the opposite direction (to the left for example).

Properly done, the stall turn is very gentle and puts little or no strain on the airframe.

According to the AMA rule book, "Stall turns consist of lines and partial loops...

The following criteria apply to maneuvers containing stall turns:

- 1, Lines must have exactly vertical and horizontal flight paths,
- 2, Entry and exit must consist of partial loops with equal radii.
3. The length of the vertical line is not a criteria.
4. The maximum pivot radius is the wing span. A pivot radius of more than 1 wing span should be considered a major defect
5. If the model shows a pendulum movement after the pivot, the maneuver is also defective."

(All of the above used by permission of the AMA)

This is how to do it- Pick up airspeed, fly straight and level with your wings level, pull up elevator until the glider is going exactly vertical. Once vertical, neutralize the elevator and turn full rudder one way or the other. The glider should start to turn and, as it slows down, rotate 180 and then come back down, with its nose pointed straight at the ground. The wing tip should rotate around itself as the glider points its nose back down to the ground. Once pointed straight down, give up elevator in approximately the same position you entered the stall turn, and fly straight and level. The stall turn is a very dandy maneuver! It's a great turnaround maneuver and it's a heck of a lot of fun to watch and perform. Best of all, it shouldn't take you very long to master and it will come in handy no matter where you fly.

Ed's comment: One clever variation is a half roll on the way down then pull out in the same direction as you started. Thanks to Tom Edgecombe for that one.

the STALL TURN
or HAMMERHEAD

