

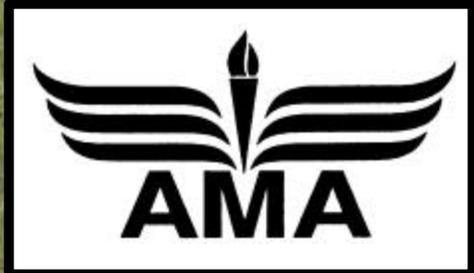
The Temple Aero Modeler

The Official Newsletter of the Temple Aero Modelers Radio Controlled Aircraft Club.

April 2002



This month's meeting
will be held
**Monday, April
29th** at 7:30pm at the
**Ronald McDonald
House Meeting Room**
in Temple.



*Pattern
Contest May
4th and 5th*

Club Info

*Combat
May 19th*

2002 Officers

President: Frank Sodek Jr.
773-8081
Vice-pres/Sec: Don Mondrik
939-1242
Treasurer: Dennis Torline
899-1331
Safety Officer: Bobby Zikes
773-3773
Field Marshal: John Rovetto
939-5659

Temple Event Schedule

May 4-5	Pattern Contest
May 19	Combat
Jun 9	Sanctioned Fun Fly
Jun 23	Combat
Jul 7	Combat
Jul 28	Combat
Aug 11	Combat
Aug 25	Combat
Sep 15	Poker Fly In
Sep 29	Fall Picnic/Combat
Oct 6	Fall Fun Fly
Oct 20	Combat
Oct 23	Last Beginner's Night
Nov 10	Combat
Dec 1	Santa Pal/Ronald McDonald Fly In
Dec 9	Christmas Banquet/ Elections

Instructors

B.W. Ponder 778-6182
Frank Sodek Jr. 773-8081
Mark Cullison 773-9686
Bobby Zikes 773-3773
Fred Huber 690-5025



If you need help learning to fly, please contact one of the instructors listed above.

District 8 Events

(This is not a complete list)

May 3-5 F2D World Cup Houston, Scobee Field, Houston, TX
May 4 Spring Fly-In and Swap Meet, Hockley, TX
May 4 Texas Gas & Electric Fun-Fly, Bratonia Park, Branch, TX
May 4-5 War Bird Fly-In, Speegleville Park III, Waco, TX
May 4-5 Sailplane Texas National Tournament, Seagoville, TX
May 4-5 15th Annual Fly-In, Abilene, TX
May 4-5 3rd Annual FINA Dallas IMAC Challenge, Samuel Field, Mesquite, TX
May 11 Bill Slatter Memorial Warbird Fly-In, Thunderbird Field, Fort Worth, TX
May 18 Bratonia Combat, RRCC Site, Branch, TX
May 18 Semi-Annual Unlimited Float-Fly, Cartwright Park, Weatherford, TX
May 18-19CORMAC First Annual Big Bird Fly-In, Corsicana, TX
May 24-27Wings over Randolph (pylon racing), Seguin, TX
May 25-26NMPRA Pylon Race, Scobee Field, Houston, TX

ON THE COVER

B.W. Ponder gives a buddy box flight to a young aviator, one of five Talented and Gifted students that we hosted at our field this past Thursday.

Photograph by Frank Sodek

Mark Cullison – Co-Editor (254) 773-9686
Frank Sodek, Jr. – Co-Editor (254) 773-8081

On the web at:
<http://www.Templeaeromodelers.athome.to>
or
<http://pages.prodigy.net/bischulz/aero.html>

The Temple Aero Modeler

3

President's Report

by *Frank Sodek*

I'm writing this on the Sunday evening after our club picnic. Mother nature surprised us once again, but this time she let us win. While it was dark and overcast most of the day, the winds remained very favorable, almost too calm most of the day. If you can remember last year's spring picnic, we had winds gusting to 30 MPH all afternoon, and could barely hold the plates of food down. There was very little flying one year ago, but this year was different – there were lots of flights all afternoon, including the first round of combat competition. There were a few sprinkles throughout the day, but it never really interfered with the flying. We had a great turnout of members, their families and friends, with plenty of good food for all to enjoy.

This past Thursday we hosted a group of middle school students from Killeen. It was a nice small group of five students, their teacher and their adult sponsor who is an aeronautical engineer who worked in the space program developing rockets for NASA. We flew them on buddy boxes and gave them several demo flights, including a round of combat. John Redwine cooked them (and the club members that were present) a great batch of hot dogs and sausage dogs. I believe everyone involved had a great time, I know that I sure did.

Since we're back in Daylight Savings Time, we've restarted our Wednesday evening training sessions. The first two have been very busy, although strong winds last week hurt participation a bit. Those of you needing instruction, bring your trainers out on Wednesdays and we'll have instructors there to help you.

And to top it off, we had another terrifically successful Mall Show last month. There were a record number of planes and participants this year. I was originally concerned that the store we were allowed to use this year was too large, and our display would be lost in it, but boy, was I wrong! With the great turnout of planes we were able to take advantage of the large area and display shelves and create a very impressive display of planes. We had a nice selection of planes, and received a lot of spectators throughout the weekend. The ARF trainer raffle was also successful, the winner being a most happy young man who hopefully we will see at the field some day. Thanks to all of the club members who spent time at the mall that weekend.

These four events I've just described have all taken place in the past four weeks! We have really kicked off the

year with a flurry of activity, and guess what – the biggest event is just two weeks away! Our annual pattern contest will be held the first weekend of May, and it takes the entire club to pull it off. Please try to free up some time that weekend and come out and help B.W. make this contest a huge success.

On a bit of a sad note, our treasurer Dennis Torline has been in and out of the hospital recently. Please keep him in your prayers for a speedy recovery.

See you at the flying field,

Frank Sodek

fsodek@aol.com

Treasurer's Report

For March and April combined

Beginning Balance	<u>\$4,343.26</u>
Deposits	
Total Deposits:	433.32
Debits	
Rent – Meeting:	(20.00)
Postage:	(9.86)
Mall Show ARF:	(50.00)
Total Debits:	(79.86)
Balance April 2002	<u>\$4,696.72</u>

Submitted by *Dennis Torline*

Club Treasurer

Secretary's Notes

Frank Sodek Jr., Temple Aero Modelers club President, was called to Taiwan before the end of the Mall Show and was not present to preside over the Temple Aero Modelers monthly meeting. The Vice President / Secretary, Don Mondrik, called the meeting to order at 7:29 pm in the Ronald McDonald House meeting room.

Secretary Don Mondrik read the minutes from the March meeting and a motion to accept the minutes as read was made by B. W. Ponder and Ken Schulz seconded the motion.

Dennis Torline was not present to give the Treasurer's Report. We found out that Dennis had been under the weather and was unable to attend the meeting.

Old Business:

The Temple Aero Modeler

4

- A. Thanks to everyone that helps take the time to mow at the field, we'll say thanks to everyone so we don't forget anyone.
- B. The Mall Show was a huge success. There were 48 planes participating in the Public's Choice Award and 53 planes on display in the store. We sold \$255 worth of raffle tickets and collected \$56 for shirts. Thanks to all the members that helped over the weekend, talking with visitors and donating their time. It was a good weekend for the Mall Show because the winds over the weekend would have kept most fliers at home. The Public's Choice Awards voting was very close, Don Mondrik's CAP 232 finished a very distant third to second place, Jerry Beatty's Pitts and Clifford Manuel's first place F-4 Phantom.

New Business:

- A. Beginner's Night Training sessions will begin on Wednesday, April 10.
- B. Spring Picnic – April 21st.
- Pot luck lunch , 1:00 p.m. start; drinks will be provided.
 - 1st combat session
- C. Pattern Contest judging schools will be held on the following Sundays April 14th & 28th. B. W. Ponder will begin the judging schools at 1:00 p.m. B. W. is also looking for volunteers to help run the upcoming Pattern Contest to be held on May 4th & 5th.
- D. After some discussion regarding club shirts a motion to order new club shirts was made by B. W. Ponder and seconded by Fred Huber. The vote was unanimous. We will notify club members in the next newsletter regarding the new shirts in an attempt to get estimate on how many shirts to order.
- E. John Redwine asked if the club would be interested in getting a BBQ pit for the field. John will get back to the club at the next meeting with more details and a price.
- F. Mark Cullison made a motion to buy a replacement transmitter for Don Mondrik's flight simulator if he agreed to donate the damaged transmitter to the club. During the Mall Show another toggle switch was broken off. Mark suggested the club repair the damaged transmitter and then keep it for future

Mall Shows. B. W. Ponder seconded the motion and motion passed after a majority vote.

Comments & Announcements:

- A. Don Mondrik informed the members present that Hobby Lobby has rocket kits on sale at 50% off.
- B. The Corps. of Engineers is looking for a gate attendant for the gate leading to McGregor Park.

Blunder Awards:

- Fred Huber did not have an entry this month but he promised to do better next month.
- David Laster and Mark Cullison were flying David's Super Stick when they lost elevator control and totally destroyed the plane.
- Bobby Zikes was putting after run oil in his engine when he discovered that the little red bottle was actually Loctite! (Loctite is a liquid thread locker used for securing bolts.)

Bobby Zikes wins the Blunder Award.

Submitted by *Don Mondrik*

V.P./Secretary
 czechtek@aol.com



Some of the participants of the Killeen School
 TAG class field trip

Photo by Frank Sodek, Jr.

The Temple Aero Modeler

Safety Report

This is the time of year when I start my quest to eliminate the field of all wasps, spiders, and fire ants. I've treated fire ant mounds in the general area around the flight line, and many thanks to John Rovetto for treating a large area around the entire pit area and flight line.

We are blessed with the kind of weather in Central Texas that allows us to pretty much fly all year round. I would guess that means that not many of us feel the need to store an airplane over the winter. If we did, I suppose that would involve a Spring ritual of a thorough maintenance check of the airplane. Well, my Meridian pattern airplane reminded me a couple of weekends ago that after six years of continuous flying, it was probably time for a complete maintenance overhaul. For some reason, the fail-safe mode kicked in during a practice flight and I almost lost the airplane. I am now taking the airplane apart and checking engine mount, batteries, wiring, etc., for any possible problems. So if you are fortunate enough to be flying an airplane that has lasted several seasons, I am suggesting one of those maintenance check-ups.

Bobby Zikes
Safety Officer
bzpostal@hotmail.com



Don Modrik flies Lynn Kostel, the TAG Facilitator For West Ward Elementary, on a buddy box during the Killeen TAG student field day.

Photo by Frank Sodek.

CEN TEX MODELERS POKER FLY

WHEN? MAY 12TH 2002

WHERE? HALL FIELD, UNION GROVE PARK

Registration: 7:30 - 8:00 AM

Fee: \$2.00

Inspections – 8:00 to 8:30 AM

Pilot's Meeting 8:30 AM

Flying 8:45 to 11:30 PM

Lunch 11:30 – 12:30 PM

Flying 12:30 – 2:00 PM

The pilot will pick up his transmitter at the impound and fly (for a minimum flight of two minutes to get a card). After his flight is finished, the pilot will return his transmitter to the transmitter impound, and receive a card. If the channel is not immediately required the pilot may fly again.

No more than four aircraft in the air at the same time.

Two decks of cards will be used, and the following cash prizes will be given:

Best Poker hand: 50% of entrance fee

2nd best: 20% of entrance fee

3rd best: 10% of entrance fee

Plaques will be given for:

- 1) The most flights by a club.
- 2) The most members representing a given club.

>>>>>>**THANK YOU**<<<<<<<

A great big 'ATTABOY' goes out to John Rovetto and John Redwine for painting the outhouse!!!

FACTS ABOUT FUEL No. 4 - 2-Stroke vs. 4-Stroke Fuels **Is There Really A Difference?**

(The following is the fourth in a series of articles exploring all facets of model engine fuel. The writer is Don Nix, President of GBG Industries, Inc. Readers are invited to contact Don directly via e-mail - FLYERDON@aol.com.)

Well, what do you think? Is there really a difference, or is this merely a big hype by the fuel manufacturers to sell more products? Let's see a show of hands.....ah, yes...about evenly divided. Well, let's explore the facts.

Fact: Most 4-stroke model fuels contain less oil than comparable 2-stroke fuels.

The most common response to this is, "But 4-stroke engines have more moving parts....they should need more oil, not less!" Well, that sounds reasonable, but it doesn't stand up under close examination. The number of moving parts has nothing to do with it. What is important? Think about it.

Fact: With rare exceptions, 4-stroke engines run at substantially slower rpms than a comparable 2-stroke engine...most in the under-10,000 rpm range vs. 12,000, 13,000 or more for a typical 2-stroke of the same size. They are engineered to deliver maximum power at slower rpms, with bigger props. What does this have to do with it? One of the main factors used in determining the proper oil content of fuel is heat. To use the well-worn term, it doesn't take a rocket scientist to figure out that the more slowly an engine turns, the less heat it generates from friction. If you don't believe that, rub your palms together slowly, then as fast as you can.

So...lower rpms = less heat = less need for oil.

Fact: 4-stroke engines only fire every other stroke, vs. every stroke by a 2-stroke engine. Firing, or combustion, burns fuel, which creates heat. Logically, it may be deduced that if there is fire in the chamber only every other stroke, the engine has time to cool off a bit between combustion cycles. Let's take that a little further: Using a hypothetical 4-stroke engine turning 10,000 rpm = 5,000 combustion cycles per minute, vs. a hypothetical 2-stroker turning 13,000 rpm...with the same number of combustion cycles per minute....the gap widens. The 2-stroker has 160% more combustion cycles than the 4-stroker. Even though this is partially offset by the fact that at least some 4-strokers have a higher exhaust gas temperature, the message is clear: 4-strokers remain cooler, and need less oil.

Fact: Oil doesn't burn (or shouldn't) - methanol does. Using a little logic, we arrive at the conclusion that a properly made 4-stroke fuel will deliver better performance than a 2-stroke fuel in the same engine.

Why? Remember...the 4-stroker is only firing every other stroke. This results in the plug element wanting to cool down between strokes, resulting in a "colder" plug. Excess or unnecessary oil, constantly dousing the element, is going to make it more difficult to achieve a slow, smooth idle. Those who contend that, "Well, using too much oil can't hurt anything" are wrong. In addition to causing undue friction in the engine, keeping the metal parts from properly mating, etc., too much oil in 4-stroke fuel is constantly trying to cool a plug element that is already having problems. Sort of like pouring a bucket of cold water on a poor guy who is already shivering.

Again, since oil doesn't burn, it's doing nothing to help us develop power...it simply lubricates and goes right out

the exhaust and all over everything. However, suppose we don't put unnecessary oil in the fuel, and replace it with methanol, which does burn. Well, what do you know...greater top end power! Hey, I think we're on to something here! Remove unnecessary oil from 4-stroke fuel, and we get a "twofer" - two benefits for the price of one...a slower, more reliable idle plus greater top end power!

Conclusion: For reasons that should be clear above, a properly blended 4-stroke fuel should deliver better all-around performance in a 4-stroke engine than a regular 2-stroke fuel in the same engine.

While it's not going to actually harm anything to run 2-stroke fuel in a 4-stroke engine, never, ever run 4-stroke fuel in a 2-stroke engine. It's not going to have enough oil. Now, for those of you will say that you have done it with no problems, I'll agree... if you have a real good ear and keep the needle valve "fat" (rich), it will probably work just fine...but the official word is DON'T! It reduces your margin of error unacceptably.

Finally: Because engine manufacturers have been burned in recent years by some fuel makers' attempt to lower the cost of their products by using either too little oil or a cheap grade, most manufacturers today are recommending that you run a 2-stroke fuel only in their 4-stroke engines, or will specify what would seem to be an abnormally high oil content (and it probably is). Who could blame them? Since they know they have no control over the oil used in someone else's fuel, they're just trying to cover their fannies. So would I.

Note: I believe it's commonly known that the manufacturers of YS engines...among the most powerful 4-stroke engines available...mandate that only fuels containing oil contents in the normal 2-stroke range be used. Their engines are unique, and the manufacturer's recommendations should be followed, although, as with anything, there are exceptions.

Next Installment: Storing fuel for maximum shelf life.

!!!The T-Shirts Are Coming!!!

If you want a Temple Aeromodeler T-Shirt...
Contact Don Mondrik at 939-1242

Temple Aero Modelers' Member List

24-Apr-02

Last name	First	Address	City	State	Zip	Phone	Wk Phone	Wk	E-mail
Beaty	Gerald	P. O. Box 2624	Harker Hts	TX	76548	(254) 939-6507	(254) 699-2674		
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Cast	John	305 West Avenue J	Belton	TX	76513	(254) 939-5929			
Cobb	John	101 West Zenith	Temple	TX	76501	(254) 791-2354	(254) 760-6098	Cell	JohnCobb67@aol.com
Collins	Bryan	8182 Knob Creek Road	Temple	TX	76502	(254) 983-4226			
Cullison	Don	520 County Rd. 354	Gatesville	TX	76528	(254) 487-2322			
Cullison	Mark	218 Tanglewood Rd.	Temple	TX	76502	(254) 773-9686	(254) 724-4886		mcullison@swmail.sw.org
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Justice	Scott	7878 Southerland	Moody	TX	76557	(254) 853-3100			
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Manuel	Clifford	3902 Executive	Temple	TX	76504	(254) 771-2897			
McKee	James	3009 Ira Young Dr. Apt. 801	Temple	TX	76504	(254) 899-1558			Llj987@cs.com
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Ponder	B. W.	7660 Cedar Creek	Temple	TX	76504	(254) 778-6182	(254) 724-4512		bponder@swmail.sw.org
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Sodek Jr	Frank	510 West Shell	Temple	TX	76501	(254) 773-8081	(254) 791-4301		fsodek@AOL.COM
Sodek Sr	Frank	909 West Park	Temple	TX	76501	(254) 773-3979	(254) 773-3979		
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Pattern Contest May 4th
and 5th
Combat May 19th

"The Temple Aero Modeler Newsletter"

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