

The Temple Aero Modeler

The Official Newsletter of the Temple Aero Modelers Radio Controlled Aircraft Club.
August 2004



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



*Fall Picnic/
Combat -
Sep 26th*

CLUB INFO

*Combat –
Aug 29th and
Sep 12th*

2004 Officers

President: Jeff Pitts
780-2245
Vice Pres/Sec. Ken Schulz
773-3866
Treasurer: Buster Hinkle
982-4746
Safety Officer: Frank Sodek, Sr.
642-3526
Field Marshals: John Redwine
773-2742
John Rovetto
939-5659

Temple Event Schedule

Aug 29	Combat 3pm
Sep 12	Combat 3pm
Sep 26	Fall Picnic/Combat 1pm
Oct 3	Fall Fun Fly 1pm
Oct 17	Poker Fly 10am
Oct 27	Last Beginners' Night
Dec 5	Ronald McDonald/ Toys for Tots Fly-In 10am
Dec 13	Christmas Banquet/ Officer Elections

Instructors

Frank Sodek, Jr.		773-8081
Mark Cullison		773-9686
Steve Meyer		939-6394
Paul Horan		780-1274
B.W. Ponder		778-6182

District VIII Events

(This is not a complete list)

Sep 4 **Fall Fun Fly, Bryan, TX**
Sep 5 Fun Scale Contest, Odem, TX
Sep 10-12 **22nd Annual Greater Southwest Jet Rally, Waco, TX**
Sep 11-12 21st Annual NDRCC Pattern Classic, Frisco, TX
Sep 11-12 Don McKinney Float Fly, Big Spring, TX
Sep 11 Callin' of the Hogs, Midland, TX
Sep 17-19 **16th Annual B-17 Gathering & Big Bird Event, Monaville, TX**
Sep 18 NDRCC Annual Seaplane Fly-In, The Colony, TX
Sep 18-19 Southern Rotary Classic Heli Fun Fly, Mt. Pleasant, TX
Sep 25 Unlimited Float Fly, Weatherford, TX
Sep 25-26 20th Annual Big Bird Fly In, New Waverly, TX
Sep 25 Small Steps, Seagoville, TX
Sep 26 ARCS Fun-Fly & Swap Meet, San Antonio, TX

On The Cover

What's at the end of your rainbow, a pot 'o gold, or an airplane 'o gold? One of our newest members, Jay Cauthen, under the rainbow with his trainer.

Photo by Mark Cullison

Mark Cullison Co-Editor 773-9686
Frank Sodek, Jr. Co-Editor 773-8081

On the web at:
<http://home.hot.rr.com/taeromodelers/aero.html>

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President's Report

by *Jeff Pitts*

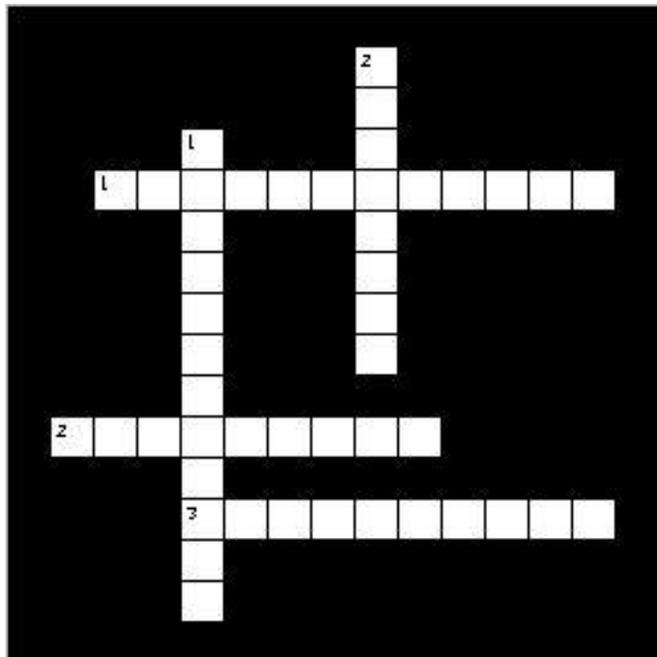
Temple Aero Modelers,

This month, I'd like to ask you to join me in thanking and commending our own "fab five," our dedicated flight instructors -- Frank Sodek, Jr., Mark Cullison, Steve Meyer, BW Ponder and Paul Horan.

These men donate many hours of their time helping beginners by checking out the mechanical details on new planes, teaching flight skills on the buddy box, saving planes from crashes, and providing constant encouragement and inspiration.

I know I speak on behalf of many club members when I say, "Instructors, thank you for your dedication, your enthusiasm, and your generosity. Your efforts play a huge role in making Temple Aero Modelers such a great Club."

Each instructor brings something special and unique to the Club. Using the clues below, find where each instructor's name fits in this puzzle.



Across

1. Club liaison with Central Texas Air Show; nicknamed "Dead Stick" for rarely landing a plane with any fuel left in the tank
2. Competes in Pattern Contests with a Meridian; gave Frank Sodek, Jr. flight instruction
3. Last year's Club President; donated a 100-gallon tank to the club, ultimately used once to kill grass etc. around outhouse

Down

1. Buzzes the runway with high-speed Laser Arrow fly-bys; newsletter editor extraordinaire
2. Wows crowds with helicopter aerobatics; competes at the highest (FAI) level in Pattern Contests

See you at the field,

Jeff Pitts

780-2245

jeffpittscarpet@earthlink.net

Treasurer's Report

Beginning Balance	<u>\$6,039.66</u>
Credits	
Total Deposits:	90.00
Debits	
Ronald McDonald – rent.....	20.00
Steve Sanders contest food.....	29.20
Frank Sodek, Jr. Gate Keys.....	48.71
Frank Sodek, Jr. drinks.....	22.98
Stacey Peacock (field signs).....	40.00
Total Debits:	(160.89)
Balance July 2004	<u>\$5,968.77</u>
Submitted by <i>Buster Hinkle</i>	
Club Treasurer	

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Meeting Minutes

Jeff Pitts called the meeting to order at 7:32pm on July 26, 2004. The meeting was held at the Ronald McDonald House in Temple.

Ken Schulz summarized the Minutes from the June meeting. The minutes were accepted by John Redwine and seconded by Mark Cullison.

Buster Hinkle presented the Treasurer's report. The Treasurer's report was accepted by B.W. Ponder and seconded by Frank Sodek Sr.

Old Business

Mr. Brown's Property

Jeff Pitts reminded everyone to respect it!!!!

Field Maintenance

The field looks good. John Redwine performed some maintenance to the mower.

Tree Trimming

We now have photos thanks to Buster. Jeff Pitts, Frank Sodek Sr. and Doug Stains will select trees to be removed and mark the photos to present to the Corps.

Sign

The new signs have been installed. Don Mondrik had the sign with directions to the hospital made.

Beginner's Night

Turnout has been very good on beginner's night. As of July 26th there have been 204 training flights. Buster Hinkle made a motion to have a sausage cookout on the 2nd Wednesday of every month during Daylight Savings Time. B.W. seconded the motion. The motion passed.

Troop 117

The date for the flight training is July 27th starting after work. Frank Sodek Jr. will get the drinks and Jeff Pitts will get the hot dogs and buns.

Safety

James McKee built a plane holder out of PVC and all thread. The holder is stored in the shed if anyone would like to use it.

Combat

Mark Cullison gave a report on the combat standing. 1st Steve Meyer 2nd Mark Cullison and Bobby Zikes 3rd John Hill 4th Frank Sodek Jr.

New Business

Out-House Research

Steve Sanders did some research and has determined that our tank is filling up with ground water and would not do any good to have the tank pumped. It was suggested that

some Rid-X and deodorizer be added to the tank.

Trip Reports

B. W. gave a report on the Pattern competition at the NATS.

Blunder Awards

1. Jeff Pitts landing in top of a tree.
2. Some incident at Squirrel Workz, but not much was said.

Jeff Pitts is your winner.

The meeting was adjourned at 8:35pm.

Submitted by *Ken Schulz*

Vice-President/Secretary

RUDDER CONTROL:

What to do with your left hand while you're flying

By *Bob Karasciewicz*

Students typically do little with their left hands while learning to fly. Most of the throttle control is of the on/off type—on for takeoff and flying and off for landing. I'd like to tell you why you should use both controls on the stick.

Let's start with a fun maneuver that uses both rudder and throttle. I call it the "tail wag." Start with a nice, high and straight line (as all maneuvers are started) parallel to the runway. Have the throttle set to about half. As you go past yourself (the center), smoothly raise the throttle to full and let the airplane gain speed until it gets to full speed. Now it's past you and going fast. Pull up to vertical and go straight up. As soon as your airplane is going straight up, start moving the rudder stick side to side. Take roughly a second to do this; don't stop until the airplane slows down and almost stops. At this point, push down elevator and resume level flight. Don't forget to lower the throttle to approximately half and make your turn back. Did you see the tail wag? Wasn't that cool? Do it again. Each pass do the same thing and have fun. Now you are making the airplane do what you want! You're using the rudder and it's a ball. Let's try something a little more complicated. If you practice these things, using the rudder will be just like using the ailerons. You'll be doing it automatically.

The flat turn

Flat turn? How does an airplane turn flat? Everyone knows an airplane has to bank to turn. My instructor told me that when I was just starting out! Relax and everything will be all right. Since you are using the rudder, you can do more things with that beautiful trainer. Let's try one.

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First establish a nice high and straight line parallel to the runway. As I said before, most maneuvers start that way. Have the throttle set to approximately half again. Just before the airplane gets to the center (right in front of you), raise the throttle to full. The airplane will gain speed. As the airplane gets to the center and is going fast, slowly go to roughly half rudder (this stick movement should take about a full second). Use the rudder to turn the airplane away from the runway. If you're going from left to right, give left rudder. If it's going from right to left, give right rudder.

As you input the rudder, the airplane will start to do two things: roll and yaw (turn). At this point you will give opposite aileron to prevent the bank (roll). If you gave right rudder, give left aileron. If you gave left rudder, give right aileron. Move the aileron stick enough to keep the wings level. Depending on the wind, you will adjust the roll correction by adding or removing aileron input.

To reiterate: If you're going left to right at full throttle, give approximately half left rudder, and as the airplane starts to bank, use right aileron to keep the wings level. The airplane will be turning but not banking. You will only see the yaw. On aerobatic airplanes, when you give rudder, the airplane will do little or no banking.

This rolling as you give rudder is called roll coupling, and it has a lot to do with the amount of dihedral in the wing. This is not an aerodynamics column so I will not go into why. Hey, my airplane is turning without banking and I don't know what to do next? Sorry, student!

Let's get you out of the flat turn. When you have turned enough, just let the sticks (meaning both the rudder and aileron) go back to neutral. Please don't just let go of the sticks. That "boing" drives me crazy, not to mention it will quickly wear out your transmitter as it will reduce the accuracy of your stick input.

Practice this stuff and while you are practicing using the rudder don't forget to have fun. There is one danger you may run into while doing flat turns. After doing a 90° flat turn, you will no doubt want to do more. That is, you'll want to complete a flat circle. They are really great and very impressive. Do them, but beware. The flat turn is a high drag maneuver. After all, you are forcing the airplane to go sort of sidewise. This causes more drag and speed goes down, causing less lift. Also, there is even less lift because of the sidewise airflow over the wing. Less lift means you could run out of lift. Running out of lift means a stall. Now don't start worrying. You are nice and high, remember. If you do stall, release the rudder and aileron and return them to neutral, maintain full throttle and point the nose down a bit. As you gain speed, give a little up elevator and you will have full control as before.

In all, it's no big deal. Stalling is part of flying. Actually, there is no need to even go that far. With today's trainers you could do full rudder flat turns and multiple circles before you'd ever get into trouble. Okay, now let's get to the really interesting stuff. We're going to combine all you have just learned and do an amazing maneuver that you've seen and admired ever since you started coming to the field.

The stall turn

You know what to do. That's right, high, straight, half throttle and parallel to the runway. As you pass the center of the field, you will go to full throttle and maintain heading at a high rate of speed. When you come to the place where you would normally turn around you will instead give full up. Go up straight, vertically, and at full throttle. After you have gone a few airplane lengths and your airplane has slowed down, lower the throttle to roughly one-third (keep it well above idle). As your airplane slows, give full rudder and after about a second, enough opposite aileron to keep the aircraft from rolling.

If you catch it just right, your airplane will turn flat within its own wingspan. Now you will be heading straight down. Release the rudder and aileron; raise the throttle to about half, and when you have gained some speed, return to level flight by giving up elevator.

One of the things that can go wrong is the aircraft flops over on its back or front. Recovery is the same. Most likely you were going too slow before giving the rudder. Input the rudder control sooner or don't throttle down as much. If you still can't catch this maneuver, you may want to talk to your instructor about increasing the throw of the rudder. Many trainers have very little rudder throw.

You may not catch the stall turn with a first try. Try it again! Don't be afraid to go back to one of your instructors and ask for help. This can be a little tricky. You will be able to do this within a couple of tries.

If you are using a second airplane for this maneuver, you will probably have less roll coupling with the use of the rudder so be moderate with the use of the aileron corrections. At my club, we invite all soloed pilots to keep coming on training nights. There is plenty to learn after you solo. After all, we (as do most clubs) only require the most rudimentary maneuvers and takeoff and landing to solo. Most of your learning will take place after you solo.

From Ramblings, Roxbury Area Model Airplane Club
Michael Ramsey, editor - Flanders NJ

CUB SCOUT PACK 117

(Background photo) The X-1 rocket plane thrilled the crowd during the hot dog break.



Frank Sodek, Sr. and Frank Sodek, Jr. prepare an airplane for a demo flight while the crowd looks on.



Frank Sodek, Jr., shares the joy of RC flight with a young Cub Scout.



B.W. Ponder (left) and Jeff Pitts (right) work together to trim a trainer before handing the buddy box to a Cub Scout. Buster Hinkle (behind), was instrumental in keeping the flight line organized.

Jeff Pitts manning the hot dog grill as Steve Meyer supervises.



A busy flight-line during the intro flights for the Cub Scouts.



The X-1 rocket powered plane is carried aloft by the "Club Cub".



Ken Schulz showed everyone how low he really could go during an inverted pass!



Frank Sodek, Jr.

All photos this page by Ken Schulz, except this one. 

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Many of you remember our good friend and Club Treasurer of many years, Dennis Torline. Several months back, the Temple Aero Modelers voted to purchase a brick to be placed at the AMA National Headquarters to honor Dennis. While attending the Nats in Muncie, Indiana this past July, B.W. Ponder, Todd Blose and Max Blose were able to locate the memorial brick. Max was kind enough to take this photo and send it to me to share with all of the Temple Aero Modeler club members. Thank you, Max.

Mark Cullison - Editor
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Temple, Tx. 76502

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and September 12th
Fall Picnic /Combat –
September 26th**

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