

The Temple Aero Modeler

The Official Newsletter of the Temple Aero Modelers Radio Controlled Aircraft Club.
February 2002

This month's meeting
will be held
Monday,
February 25th
at 7:30pm at the
Ronald McDonald
House Meeting
Room in Temple.

(See map/directions inside)



*Club Meeting
February 25th*

Club Info

*Mall Show
March 23rd
and 24th*

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

Mar 23-24	Mall Show
Apr 10	1 st Beginner's Night
Apr 21	Spring Picnic/1 st Combat
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		947-9551

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

District 8 Events

(This is not a complete list)

Mar 8-10	Old Kingsbury Heli Fly-In, Old Kingsbury Airdrome, Tri City Flyers, Kingsbury, TX
Mar 16	North Dallas Sportsman Contest, North Dallas Radio Control Club, Frisco, TX
Mar 23	North Texas RCCA Club Combat, Paris Radio Control Association, Paris, TX

ON THE COVER

Frank Sodek gives Steve Sanders a training flight during a break in the winter weather. Nice days are on the way!

Photograph by Mark Cullison

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>

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President's Report

by *Frank Sodek*

I hope all of you have been able to find some time to make progress on that new plane that Santa delivered to you a couple of months ago. Believe it or not, we are now only a month away from our first big club event of the year, our annual Mall Show. Every year we polish up our models and take them to the Temple Mall to show them off to the public, and we also attempt to drum up some interest in our club and our hobby by giving out information and answering questions about the planes and about RC flying. Plaques will be given to the top three builders who receive the most "People's Choice" votes from the spectators. We normally show RC-related videos and have an RC flight simulator running for the spectators to try out. This year we will be raffling off an ARF trainer kit at the end of the show.

The Mall Show will be held on March 23rd and 24th this year. The location will be in the old County Seat store location in the Temple Mall, which is a large empty store that will give us lots of room. It's not the same store we used last year by the Food Court (that one is now occupied), but it was the original location for our show last year before we found out (the night before the show) that there was a conflict and we had to move. The best way to get your planes there is to enter through the southwest entrance next to Fuddrucker's and turn left at the JC Penney's court. The store will then be on your left. I will have a signup sheet for time slots at the next (February) meeting, which is the last meeting before the show. Please try to attend the February meeting so that you can participate in the final planning for the show. Also start collecting any *Model Aviation* magazines (or any other modeling magazines you want to get rid of) and bring them to the Mall so that we can hand them out. Of course the main thing to do is get that plane ready to show!

We've had quite a few decent flying days already this year, unfortunately they don't always line up with the weekend. The days are slowly getting longer and warmer, and before long the field will be in full use once again. Hope to see you there!

Fly safely,
Frank Sodek
fsodek@aol.com

Treasurer's Report

Beginning Balance	<u>\$3,833.12</u>
Deposits	
Total Deposits:	460.00
Debits	
None	
Total Debits:	(0.00)
Balance January 2002	<u>\$4,293.12</u>

Submitted by *Dennis Torline*

Club Treasurer

Secretary's Notes

The first meeting of 2002 was called to order at 7:31 p.m. by Temple Aero Modeler President Frank Sodek Jr. in the newly remodeled Ronald McDonald House Meeting Room. It's a very nice place, we are fortunate to have been welcomed back to such a comfortable meeting place!

Club Secretary Don Mondrik read the minutes from the last official meeting held in November and summarized the minutes from the Christmas Banquet. A motion to accept the November minutes as read was made by Buster Hinkle and seconded by Don Cullison and a motion to accept to December minutes was made by Buster Hinkle and seconded by Fred Huber.

The Treasurer's Report was delivered by Dennis Torline. The motion to accept the Treasurer's Report was made by Mark Cullison and seconded by Fred Huber.

Old Business:

- a. Field Maintenance – John Rovetto has made some temporary repairs to the mower and will keep up with mower maintenance for the coming year.
- b. Santa Pal Fly-In – B. W. Ponder, the CD for the event reported that this was our largest turnout yet. We collected 40 toys for which were split between Santa Pal and The Ronald McDonald House and had 27 entrants.
- c. Christmas Banquet – The election of new officers took place during the banquet after a big meal. Buster Hinkle reported on the Chinese Gift Exchange he CDs each year, we had our largest gathering for the gift exchange ever with 47 gifts.

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New Business:

- a. The new calendar of events schedule was presented. The first change from years past is the omission of the annual Big Bird. This year we will replace the Big Bird with a Poker Fly In. Second was an adjustment to our Combat event. This year we will fly 6 minute rounds instead of 8 minute rounds and we have decided to move the starting time from 3:00p.m. back to a "cooler" 5:00p.m. Also noted was that the Killeen club has shown some interest in combat, we will discuss the options later.
- b. Mall Show – March 23rd & 24th Frank Sodek indicated that we were already penciled in when he contact the mall manager regarding our annual show. This year it will be a two day event located in one of the empty stores, possibly the old County Seat store. After much discussion about a raffle plane a motion was made by Ken Schulz that we raffle off an ARF trainer (un-built), the motion was seconded by Steve Meyer and passed unanimously. We will raffle off the plane on Sunday at the end of the day.
- c. Website - Frank informed the members that all of our pictures linked to our web page have been, for the most part, lost (another dot-com bomb). Frank indicated he would speak to Bill Schulz about some updates for our web page.

Comments / Announcements:

- a. Solo certificate awarded to Travis Berry. Congratulations!
- b. Field Procedures/Safety Rules and Frequency Control Rules were posted in the newsletter, please take time to read them. We have so many new members now that we want everyone to be aware of safety rules and procedures at the field.
- c. Members that visited the Georgetown swap meet discussed their finds.
- d. Frank received an e-mail indicating that a former Temple Aero Modeler, John Klaus passed away from lung cancer last April.
- e. B. W. Ponder announced that the N.S.R.C.A. would be holding a National Pattern Judging Certification School in Waco the first weekend in March. Anyone interested in judging during our annual pattern contest or that is interested in Precision Aerobatics is encouraged to attend. Contact B. W. for more

detailed information or please visit B&P Associates Web site at www.bp-rc.com

Blunder Awards:

- a. Newly soloed pilot Travis Berry was hot-dogging his trainer and crashed.
- b. Fred Huber tried to fly his Li'l Poke without raising his transmitter antenna and crashed.
- c. Frank Sodek Jr. was flying Rick Berry's electric sailplane and as it was coming in to land a gust of wind turned to plane and it nosed hard in the ground breaking the battery loose.
- d. Mark Cullison was helping Bill Hamby but when Bill was about to land a gust of wind lifted the wing and Mark took control to show Bill how to make a three point (read cart wheeled) landing.

Once again by unanimous vote Fred Huber wins the New Blunder Award.

Meeting adjourned.

Submitted by *Don Mondrik*

V.P./Secretary
czechtek@aol.com

Safety Report

You know you're a slow builder when it takes you six months to build an ARF. That's right! After building and flying radio-controlled airplanes on and off for the past 30 years, I'm now nearing completion of my first ARF - a quarter scale Giles 202. So since the quality, and thus safety, of ARF's have been an issue in our club, I thought I would use this subject as this month's safety report. Besides, I couldn't think of anything else to write about! There is no doubt that ARF's are the quickest, easiest, and probably cheapest way to get into the air. Especially if you are just getting started. ARF's have certainly played a key part in the growth of our club last year, with many new pilots learning to fly with some combination of system that included an ARF. However, as a club, we have experienced some incidents where quality became the key suspect when crashes or damage occurred. These included folded wings in flight, separated firewalls from fuselages, and control surfaces coming unhinged. I don't know if any of these problems could have been avoided, but here are a few

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suggestions if you are building or thinking of building an Almost Ready to Fly airplane kit, based on my experience with my ARF and many years building experience:

1. Inspect all the parts for damage or any missing hardware. My kit had a few missing hardware pieces, but nothing I couldn't replace myself.
2. Don't get in a hurry! This is where I have a big advantage. I know you are going to be anxious to build the airplane as fast as possible and get flying. Otherwise, why would you have bought an ARF? But, some patience and dedication to putting the airplane together to the best of your ability will pay off greatly in the flying department.
3. Don't be afraid to ask for help from an experienced builder or flyer if you need it.

This is probably the most important point. Our club is full of experienced builders and flyers who are certainly willing to help you. My kit had several problem areas that a new builder might have missed. There wasn't enough glue to my liking in some areas, such as firewall and bulkheads. The instructions said to mount the control horns with #4 wood screws. I don't think so! I used bolts running all the way through the control surfaces to secure the control horns. Next, I dutifully followed the instructions for a neat, tidy way to operate the split elevators with two servos instead of a pushrod. Unfortunately, the elevators then operated like ailerons. In the quality of materials department, my only criticism is that there were some areas that need to be re-ironed and a canopy that was much too thin for one its size.

One thing is for sure, the overall quality and choice of ARF's available today have improved greatly over the years. With a little help from your friends, it's still the easiest way for our new club members to get started.

Bobby Zikes

Safety Officer

bzpostal@hotmail.com

For Sale

For Sale: 60 size BINGO with low time Enya 90 four stroke and Futaba FP-7FGK gold stickered 7 channel radio on channel 40. Fuel and Fly 350.00 Must make room for more birds. Contact Steve Meyer at 760- 1897.

Unless your membership
is in good standings...

**THIS WILL BE
YOUR LAST
NEWSLETTER!**

Work Area Filtration

by Chuck Thies

One of the main causes of a dirty, dusty work area is dust floating in the air. One solution I have found that works quite well for me is a box fan sitting on the floor with a furnace filter taped to the intake side of the fan. I also use a leaf blower frequently to blow the dust off of the rafters in the basement. This blows the dust into the air which is then caught in the furnace filter on the box fan. One step further is to drape an old T-shirt between the box fan and furnace filter. This will help catch some of the fine dust that gets through the furnace filter. This doesn't do much for chemical fumes but is a good way to keep your work area a little cleaner.

from The Windy Flyer

Woodland Aeromodelers

Phil Sterka, editor

Woodridge IL

FACTS ABOUT FUEL No. 2 - Which Oil is Better - Synthetic or Castor?

(The following is the second 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 .)

Before we get started on the subject heading, I'd like to offer a couple more thoughts on last month's subject, "What's the Oil Content?" - thoughts that have been remembered since writing the original column:

Many modelers who have been involved in the hobby for a long time, including those who've been away for years and recently returned, are very stubbornly remembering when model fuel just about had to contain something in the order of 25% oil - usually all-castor - and have a hard time dealing with the idea that virtually no one runs that much any more in modern engines.

The operative word here, of course, is "modern." The metallurgy in today's engines barely resembles that of a generation ago. The end result, as far as model engines are concerned, is that the engines today simply don't require as much lubricant - not nearly as much. I will be quick to add that those running antique engines in Old Timer events should certainly continue to use the old-time formulas - no doubt about it.

In addition to vastly improved metallurgy, we must remember that manufacturing techniques barely resemble those from years ago, in many ways. Modern CNC machinery has made it possible to routinely and cheaply make 1 or 1 million parts all exactly alike.

Those of you who have come along in later years may be shocked to know that up until the advent of this new technology, every piston was hand fitted to every liner. There was no such thing as simply machining 1,000 pistons and 1,000 sleeves, picking one from each batch and having them fit.

The belief in those days that some engines of the same size and make were markedly hotter than others was no doubt true. We've read that in those days, a .29 for example, might vary from as low as an actual .26 to a .32 - some 23% more displacement! More closely controlled tolerances have resulted in the ability to use much different fuels than a generation ago.

The second thought on the subject of total oil content came from reading the operating instructions included with a new imported 4-stroke engine - the DAMO FS 218 twin. It recommends a fuel containing 94% methanol, 5% nitro and 1% Castor Oil! Clearly, this reinforces my point that "there ain't no such thing as a fixed percentage of oil content." Now....on to this month's subject:

Before we depart the subject of oil in model fuel, let's talk about a point that's argued vehemently all over the land - Which kind of oil is better - synthetic or castor? Each side has its very strong proponents, and each side is right....to a point. "Old-timers" tend to still favor an all-castor fuel, or at least one containing a liberal amount of castor oil. Modelers who have come to the hobby in the last 15 or 20 years have a strong affection to synthetic oils, or at least want their fuel to have mostly synthetics. Let's take a look at both types statistically:

SYNTHETIC OILS

Strong Points	Weak Points
Good Lubricity (It's "slick")	Most tend to cause corrosion if adequate inhibitors aren't added.
Little to no carbon or varnish buildup inside	Burns off surfaces at about 100 degrees lower temperatures than castor oil
Leave less oily mess on models	Many types and qualities, making it hard to choose the best one
Available in a variety of viscosities	Expensive - good ones cost almost twice as much as castor oil, increasing the cost of the fuel.
Totally soluble in nitromethane	When used as the sole lubricant, a greater quantity is required, which increases the cost of the fuel.

CASTOR OIL

Great Lubricity	Tends to cause carbon and varnish buildup in engine if cheap grade and/or too much is used.
Reduces the amount required, resulting in	Messier on model than synthetics

CASTOR OIL (con't)

more power and better idle.

Will tolerate internal temperatures about 100 degrees higher than any synthetic Somewhat sensitive to extremely cold temperatures - mild separation in solution, residue on model becomes almost "buttery" in consistency.

Almost 50% cheaper than good synthetics - reduces cost of fuel. Insoluble in nitromethane. In solutions above 40% - 50% nitro, will separate unless some sort of co-solvent is used.

Great natural rust and corrosion inhibitor Generally available in only one viscosity

I'd like to insert here that there is a "Chicken Little...The Sky Is Falling" rumor making the rounds on the Internet these days that the manufacturers of castor oil have recently changed their methods of making the product, and the castor oil we are getting now is either wholly or partially incompatible with methanol.

I have talked at some length with the "Head Techie" of one of the largest castor oil importers in the U.S., and I want to go on record as saying that, according to the best information I can find, This is total B.S. The Head Techie actually laughed out loud when I told him what was going around. He said, "You know, there isn't much we do to the stuff. We press the oil out, filter it, grade it and package it. As far as I know, nothing has changed." It apparently started with one of the fuel manufacturers. For what reason, I have no idea, unless it's to help them promote their proprietary synthetics. (Incidentally, I have read a response on the 'net from SIG, agreeing with the fact that it's nonsense.)

So... there you have it. "You pays your money and takes your choice." Actually, it's a little better than that, and the obvious answer is - use a combination of the two, in proportions that will come nearest to enjoying the benefits of each, while minimizing the adverse characteristics.

A few years back, the modeling community was in a "synthetic oil frenzy," and the swing was toward all-synthetic fuels. Happily - at least in this writer's opinion, we've seen a very noticeable swing back toward the center, with the majority seeming to prefer a synthetic/castor blend. We think this makes sense, and many years experience proves it.

The most frequent comment I hear from lovers of all-synthetic fuels is, "Brand XX leaves a lot less oil on my model." My response to that is, "Doesn't that bother you? If you don't see much oil on your model after flying, that tells you one of two things - or both: Either there wasn't enough oil in there in the first place, or the oil is burning off with the methanol. Neither is good. There's no way oil can burn off and properly lubricate at the same time." This is usually met with a puzzled look, then one of the light dawning, having just realized something they never thought of before.

Oil residue in model engines is a natural as barking is to a dog. We have to learn to live with it.

As an aside, not long back a friend sent me a copy of an article published in a European model magazine. In one part, the writer stated, "The Americans are the only ones rich enough and dumb enough to use synthetic oils." Perhaps overstated just a bit, but it has some validity.

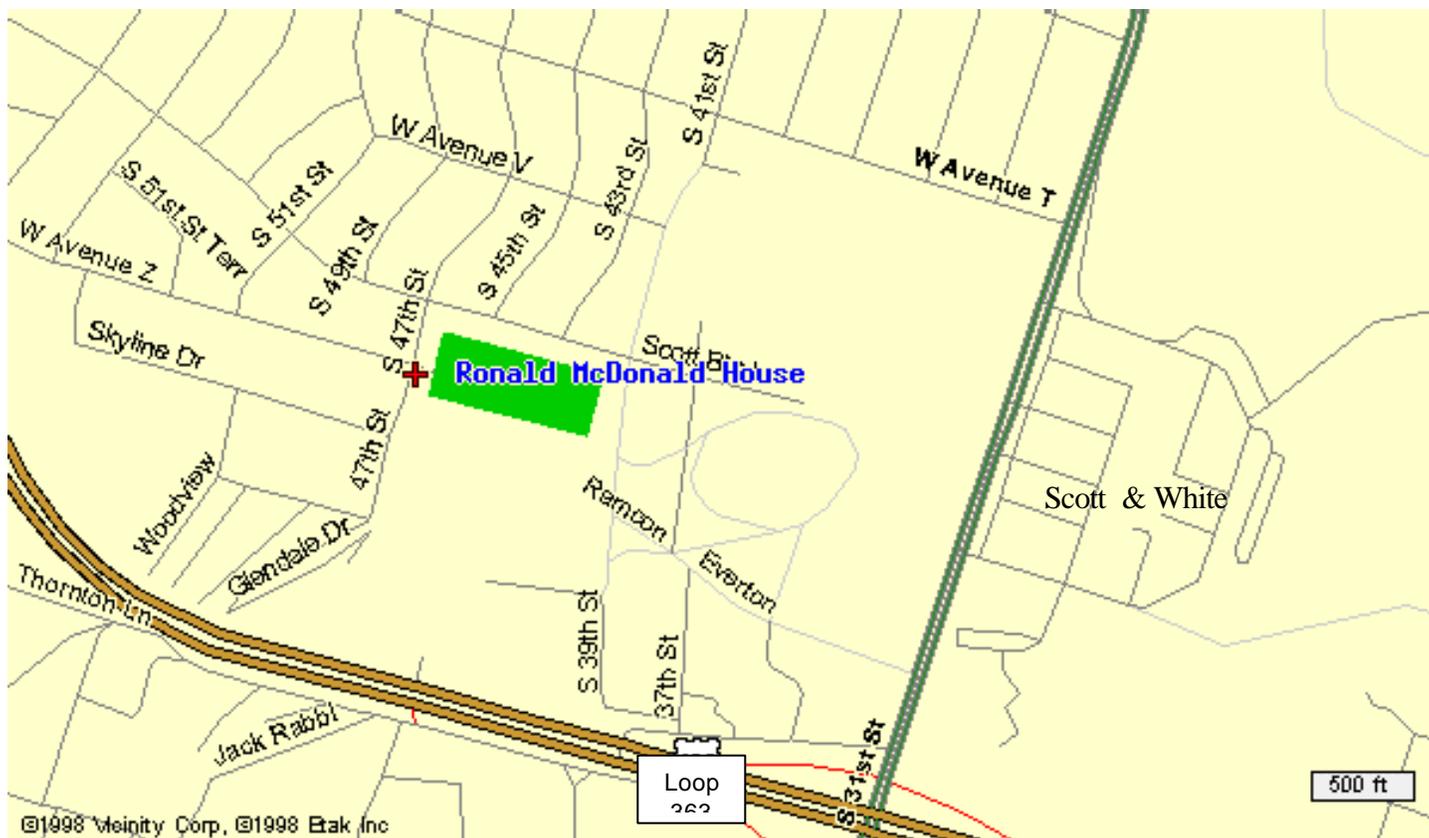
There are a couple of types of engines that do require an all-castor fuel, or at least one with a considerably higher castor content than most others. One would be the Fox ringed iron piston type, and the other would be the small Cox engines, because of their rather unique ball-and-socket connecting rod-to-piston design.

Pattern flyers traditionally prefer an all-synthetic fuel, for a couple of reasons, I think. One is the fact that pattern flyers practice a lot - hour after hour after hour. That much use, plus the tuned pipe setup that is almost universal with them probably tends to cause a greater problem with varnish and carbon buildup than in sport types. (At the risk of being bombarded, I also think it's largely a state of mind. "Joe Champion uses all-synthetic, so that's what I'm going to use.")

The other area where we have seen all-synthetic fuels gain in popularity in recent years has been with model helicopters, probably for the same reasons. Also, the trend toward 30% nitro fuel for serious competition has led to using a lower viscosity lubricant, and, as shown in the comparison charts above, this necessarily dictates using synthetics.

Next installment: Nitromethane - the "mystery" ingredient.

MEETING LOCATION



The Meeting Room in the Ronald
McDonald House
Located at 2415 South 47th Street
Temple, TX

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Unless your membership is in good
standings...

**THIS WILL BE YOUR LAST
NEWSLETTER!**

Mark Cullison - Editor
218 Tanglewood Rd.
Temple, Tx. 76502

Mall Show
March 23rd and 24th

Name
Address
Citystatezip

"The Temple Aero Modeler Newsletter"

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