

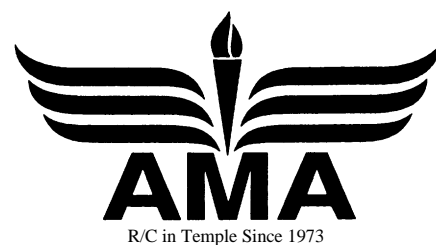
The Temple Aero Modeler

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

February 2003



This month's meeting will be held Monday, February 24th at 7:30pm at the Ronald McDonald House Meeting Room in Temple.



*Killeen TAG
Class Demo
March 12th*

CLUB INFO

*Mall Show
March 29th
and 30th*

2003 Officers

President: Steve Meyer
939-6394
Vice Pres/Sec. Ken Schulz
773-3866
Treasurer: Buster Hinkle
982-4746
Safety Officer: Bobby Zikes
773-3773
Field Marshal: Rick & Travis Berry
939-3296

Instructors

Frank Sodek, Jr. 773-8081
Mark Cullison 773-9686
B.W. Ponder 778-6182



On The Cover

Steve Meyer and James McKee hold Bobby Zikes' plane while he readies it for another flight. The model is the Great Planes ARF version of the Giles 202. It is powered by a YS 1.20 four stroke engine and guided with a Futaba Super 7 radio.

Photo by Frank Sodek, Jr.

Temple Event Schedule

| | |
|-----------|---|
| Mar 12 | Killeen TAG Class Demonstration |
| Mar 29-30 | Mall Show |
| Apr 9 | First Beginners' Night |
| Apr 27 | Spring Picnic/First Combat |
| May 3-4 | Temple Air Show |
| May 18 | Combat (NEW DATE) |
| May 24-25 | Pattern Contest (NEW DATE) |
| Jun 8 | Sanctioned Fun Fly |
| Jun 22 | Combat |
| Jul 6 | Combat |
| Jul 20 | Combat |
| Aug 3 | Combat |
| Aug 17 | Combat |
| Aug 31 | Combat |
| Sep 14 | Poker Fly |
| Sep 28 | Fall Picnic/Combat |
| Oct 5 | Fall Fun Fly |
| Oct 12 | Combat |
| Oct 22 | Last Beginners' Night |
| Oct 26 | Combat |
| Nov 9 | Last Combat |
| Dec 7 | Santa Pal/Ronald McDonald Fly-In |
| Dec 15 | Christmas Banquet/ Officer Elections |

District VIII Events

(This is not a complete list)

| | |
|--------|---|
| Mar 9 | Fun Fly, Scobee Field, Proptwisters of Houston, Houston, TX |
| Mar 15 | Giant Swap Meet, Alvin, TX |
| Mar 22 | BPAC Fun-Fly and Swap Meet, Bayport Aero Club, Deer Park, TX |

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>

The Temple Aero Modeler

3

President's Report

by *Steve Meyer*

Greetings,

Like the old saying goes, "If you don't like our Texas weather, just wait 30 minutes and it will change." And so it goes with our Jan/Feb roller coaster ride on the weather cycle. It snowed Saturday morning, and Sunday afternoon it was 65degrees and very nice. (Good to see a nice crowd at the field)

I hope everyone is busy with that favorite project this winter. The Mall Show is not that far away (March 29-30) and I look forward to seeing a few fresh planes..... and (OK BW) helicopters. Ya know, helis don't really fly; they're so ugly the Earth just repels them. (Sorry.)

Our pattern contest has been moved to May 24-25 because of a scheduling conflict. I'm sure BW will bring us up to date at the meeting. March 12 has been set aside to host a Killeen TAG class at our field, and provide flying demonstrations and lessons. Also hot-dogs, or hamburgers for the menu. Thanks Don for putting this together. I cannot think of a better way for our club to share in our enjoyment of this hobby. Don will be needing several able bodied souls to help with this event, so those that can break away from busy schedules, come help out!

The Central Texas Air Show will be held at Temple Draughon Miller Airport on May 3rd and 4th. Frank Sodek will be coordinating our participation in that event. I know there will be a static display, and as of now, I am unsure about any flying demonstrations. As this event approaches, Frank will be asking for volunteers to "Man"(don't think I'm being politically correct here) our tent/display. For those that would be interested, the air show committee is also seeking volunteers. The next volunteer meeting will be March 2nd at Draughon Miller.

For those that don't know, Dean Higginbotham has been deployed to Turkey. During his time away he will be missed at the field. Hopefully we will see him in 6 to 12 months. Thanks to Dean and many others for their sacrifice.

Days are getting longer and we are fast approaching more spring like weather, I am looking forward to more stick time. How About You?

Safe Flying,
Steve Meyer
oscar54_2000@yahoo.com

Safety Report

This is one of those nuts and bolts, rules and regulations kind of safety reports, so please bear with me. If you're reading this now, it should mean that you have paid your 2003 club dues, and therefore, have also renewed your AMA membership. Now, while you don't necessarily have to be a club member to fly at the club field, you must be an AMA member, or a current member of a national modeling organization offering liability insurance. The key words here are "liability insurance." It is my understanding that, if an uninsured flyer causes an accident at our field, then the AMA liability protection would be void for the rest of us in regard to said accident. So don't be insulted if I or any other club member asks to see your current AMA card, if you happen to forget to attach it to the raised frequency T-bar.

There are a couple of changes to the 2003 AMA safety code that have been brought to my attention that I will pass along. First, children under 6 years old are only allowed on the flight line as a pilot or while under flight instruction. Second, except for pilots and helpers, no powered model may be flown closer than 25 feet of any person. (I'm assuming that refers to intentional, controlled flight.)

The subject of this safety report was the result of club member input. If you have a suggestion or a safety issue, let me know, and I'll try to include it in a future report.

Submitted by *Bobby Zikes*
Safety Officer
bzpostal@hotmail.com

Secretary's Notes

Steve Meyer called the meeting to order at 7:36pm. The meeting was held at the Ronald McDonald House in Temple.

There was a brief summary of the minutes from the November meeting and brief discussion about the Christmas Party and Office elections.

Buster Hinkle presented the Treasure's report.

Old Business:

Runway Sealing

There was some discussion about sealing the runway. Rick Berry will look into getting some FREE labor for this project. Discussion on this topic was tabled until next month.

Santa Pal Fly in

B.W. Ponder gave a report about the Santa Pal Fly in. There were 23 pilots and 60 toys were donated.

The Temple Aero Modeler

New Business:

Field Maintenance Fee Change

A motion was made by Rick Berry to change the field maintenance fee as follows. If 2 or more Adults from the same family are joining the club, they would only be required to pay 1 field maintenance fee of \$20. Frank Sodek Jr. seconded the motion. The motion passed.

Mall Show

Frank Sodek Jr. has contacted the Temple Mall for our annual Mall Show. The dates will be March 29 & 30. There will be more discussion about the Mall show at our February meeting.

Raffle Plane

The decision was made to raffle off a ready-to-fly trainer this year. The raffle will start at the Mall show and end at the Temple Air Show. Steve Meyer has dominated a RCM trainer and engine.

Temple Air Show

Frank Sodek Jr. attended a planning meeting for the air show. They are in need of volunteers, if you are interested contact Frank Sodek Jr. for details.

TAG Flight School

Don Mondrik contacted Lynn Kostel about setting a date for this flight school. This is scheduled for March 12th at 10am. There will be about 15 students. We will serve hot dogs and be conducting training flights.

Combat

There are more combat sessions this year so get your plane(s) ready. Bobby Zikes will be placing an order for the Battle Floyd, Contact Bobby if you are interested. Combat rules will be published before the first combat session is held.

Trip Reports

Several members attended the Georgetown Swap Meet. There were several good deals found.

Nick Mondrik's Letter

B.W. read nick's letter titled "My Dad My Hero" at the meeting. Dr. Sandy Frank published this letter in Model Aviation.

Blunder Awards

1. Frank Sodek Jr. crashed his Uproar the Day of the Santa Pal fly in.
2. Dean took off his Texas Stick for about a 1minute flight. The plane crashed due to a dead battery.
3. Frank Sodek Jr. was giving flying lessons to twin boys on the trainer that their aunt had recently given them. The plane's wing was not properly glued together and the plane crashed when the wing folded.
4. Fred Huber crashed a cora-plast mustang with

reversed ailerons.

5. Bobby Zikes was flying Steve Meyer's pink super perfection and crashed during a dead stick landing. The plane snapped into the ground during a tight turn.
6. Steve Meyer was hinging the elevators on his Big Bird with 5-minute epoxy. The epoxy setup before Steve could set the hinges.
7. Buster Hinkle tried to take his plane off with the Radio turned off. The airplane died when it ran into the tall grass. Buster later went on to hit his dog and break the wing in two pieces. The dog was not hurt.

Buster Hinkle wins the Blunder Award.

The meeting was adjourned at 8:50

Submitted by *Ken Schulz*

Vice President/Secretary

Treasurer's Report

| | |
|----------------------------------|-------------------|
| Beginning Balance | <u>\$4,125.34</u> |
| Deposits | |
| Total Deposits: | 905.00 |
| Debits | |
| Ronald McDonald – rent..... | 20.00 |
| Rent for banquet..... | 35.00 |
| Gal. Of fuel for door prize..... | 11.00 |
| Total Debits: | (66.00) |
| Balance January 2003 | <u>\$4,964.34</u> |

Submitted by *Buster Hinkle*

Club Treasurer

Trainer for Sale

Hobbico - Superstar 40

SPECIFICATIONS

Wingspan: 60 in

Wing Area: 660 sq in

Weight: 5.5 lb

Includes: Futaba® 4VF radio, O.S.® .40 LA engine

Condition: Like New **\$200.00**

Contact: Lance Starzyk @ 933-1475 or 760-8678



The Temple Aero Modeler

5

Engine Idle

A good reliable idle is a great confidence builder. Most motors will idle reliably if the plug is good, the fuel is fresh, and the mixture is lean enough. If the mixture is too lean, the engine will idle well, but when you give it throttle, it will run dry, cough, and die. If it is too rich, the engine can continue to idle for quite a long period, but fuel gradually accumulates in the case and when you give the motor throttle, the liquid splashes up into the cylinder and drowns the plug.

The way to go about adjusting the idle mixture is to pinch off the fuel line and see how the engine acts when the fuel is shut off. If, after stopping the fuel flow, the motor runs more than 10 to 12 seconds, the mixture is too rich. If it shuts off in less than four or five seconds, your mixture is too lean. This check should be made after the engine has been idling for 15 to 20 seconds so the crankcase accumulation can stabilize. Once you have an adjustment that seems to work, it's best not to fool with it.

Things that can foul up the detail include a plug that has become oxidized or fuel that doesn't have enough nitro. Assuming that you have a good plug, the fuel is fresh and contains the right amount of nitro, and your engine does not idle properly, the thing to look for are air leaks. Air leaks could come from a loose rear cover, a leaky gasket, a worn main bearing, a worn piston, leaks around the carburetor, or leaks around the high-speed needle thread. These will all contribute to an unstable idle.

Tightening the rear cover or replacing the gasket will usually take care of that kind of problem. A bit of fuel tubing between the high speed needle and seat can stop an air leak around the needle valve. If you have a worn piston skirt or main bearing, there is nothing but a major engine repair that will do much good.

If your engine seems to idle satisfactorily with the glow heater on, but slows and dies when the glow plug heater is off, try a hatter (or new) plug. If that fails, try changing fuel. An inverted motor is always more difficult to get to idle reliably than an upright one. Avoid inverted installations whenever possible.

Don't be a person who thinks that zero rpm is the proper idle speed, but grumbles when he hits the throttle for a go-around and nothing happens. Not one in 100 models can't be landed with a 3,000 rpm idle speed. Most properly adjusted motors

are better than 99% reliable at this rpm.

As the motor wears and you start to get more leakage, the first symptoms to appear are idle problems when the engine is hot. That is, your motor will seem to idle quite nicely when you first start it up and taxi it around on the ground. But when you take it up and run it around hard for a while and get it good and hot, then pull it back for an idle, the oil that seals around the piston skirt and the bearing is too thin and doesn't hold compression as when it was cooler. The result is that the engine quits. Sometimes it's pretty hard to convince a person whose motor has run like gangbusters that it quits at idle time because it has seen too much flying time.

Now for the opposite situation. A brand new motor will seldom idle reliably until it has run enough to free up. A motor that is nice and free can misfire a time or two and still carry on, whereas a tight motor will stop if it misfires just once.

Getting a nicely working linear carburetor with no lean or rich spots is pretty much a matter of luck. This is because of the wide variations of fuel used, prop size and type, the way various manufacturing tolerances may accumulate, and the small amount of fuel flow. Also, as a motor settles in, its demands may change. A carburetor that works beautifully on one motor doesn't always work well on another, even of the same make and model.

from *The Marks Informer*
Mid-Atlantic Radio Kontrol Society
Art Perry, editor
Berlin MD

Wax Paper

A wad of crumpled wax paper comes in handy when covering your model. When your iron starts to get sticky from the glue, or the colors start to transfer, clean the iron with the wax paper and then wipe the excess wax off with a clean rag. The slick surface will make the job a lot easier.



Temple Aero Modelers Combat League Rules

- 1) All contestants must be Temple Aero Modeler Club members and present a valid AMA card for each round.
- 2) Each streamer cut is one point awarded to the cutting pilot. Each pilot receives one point for participating that day.
- 3) In the event of a mid-air, if one aircraft can safely fly through the end of the round, and lands in a controlled fashion, that pilot will be awarded a point.
- 4) Landing before the end of the round for no apparent reason will cause the forfeiture of points for that round. Radio/engine trouble, out of gas, midair collisions, etc. are valid reasons and will not cause forfeiture of points.
- 5) Each round shall consist of 6 minutes beginning when all pilots are ready.
- 6) If a streamer is lost due to being improperly secured, the aircraft must land.
- 7) A maximum of six aircraft will be allowed for each round.
- 8) On any given day, every pilot will have equal number of opportunities to fly if possible.
- 9) Each pilot will enlist a helper/spotter to assist in launching and/or scoring, and for safety.
- 10) The CD(s) will have final say on points awarded for the round.
- 11) Certificates or Trophies will be awarded to the top three aces at the end of the season.
- 12) Streamers will be 40' (or half of a new roll) long and tied to the aircraft with 15' – 20' of string.
- 13) Combat Flight Line has been established as the tree/brush line... all combat will take place East of the Combat Flight Line.
- 14) Engine(s) will be limited to .50ci total or less for each plane. All airplanes must comply with AMA safety rules.
- 15) All official combat league rounds will take place at the Temple Aero Modelers club airfield located in McGregor Park.

MAX BLOSE

(8154) 662-5587



P.O. BOX 22054 • WACO, TEXAS 76702



Complete line of RC Equipment
and Accessories...

WACO HOBBY STOP
504-B Lake Air Drive
Waco, Texas 76710

Max A. Blose

Phone (254) 776-4991 • Fax (254) 776-6070

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

Killeen TAG Class Demo -
March 12th
Mall Show - March 29th
and 30th

"The Temple Aero Modeler Newsletter"

Is published monthly by the Temple Aero Modelers, Inc., a nonprofit organization. We reserve the right to edit all copy forwarded to us. Permission is hereby given to reprint any article in its entirety, as long as proper credit is given. Please submit all material to:

Mark Cullison
218 Tanglewood Road
Temple, Tx 76502
(254) 773-9686
E-Mail: mcullison1@aol.com

All material submitted for publication will become the property of the Temple Aero Modelers, Inc., and will not be returned unless directed to do so at the time of submission. The Editors of the newsletter and the Temple Aero Modelers, Inc. will not be held liable and/or responsible for any columns written in this publication.