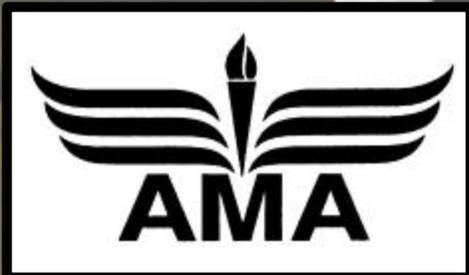
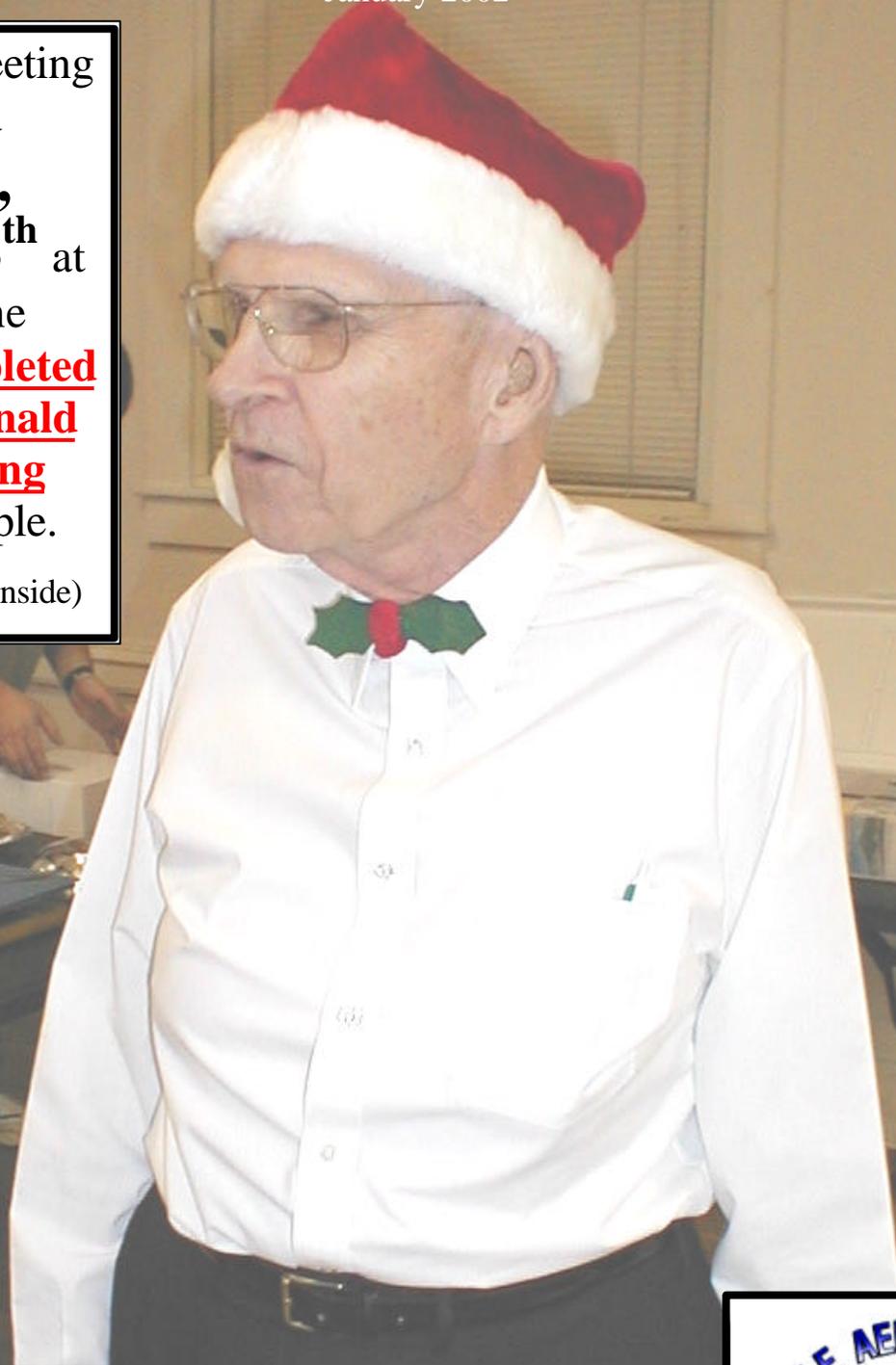


The Temple Aero Modeler

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

This month's meeting
will be held
Monday,
January 28th at
7:30pm at the
Recently Completed
Ronald McDonald
House Meeting
Room in Temple.

(See map/directions inside)



First Club Meeting of 2002 - January 28th

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)

Feb 3	6 th Annual Fickle Finger of Fate Fun-Fly, Jetero RC field, Jetero R/C Club, Huffman, TX
Feb 9	Tri-City Swap Meet, Guadalupe Co. Fairgrounds Building, Tri-City Flyers, Seguin, TX
Feb 9-10	1 st Annual S.M.A.S.H. Fly-In, Small Model Aircraft Society of Harlingen, Rio Hondo, TX
Feb 9-10	Fun Fly, Dcobee Field, Proptwisters of Houston, Houston, TX
Feb 16-17	Presidents Day Stunt Forum and Contest, Dallas Hobby Park, Dallas Model Aircraft Association, Dallas, TX
Feb 23-24	Tejas R/C Fun-Fly, Endinburg Airport, Tejas R/C Association, Endinburg, TX

ON THE COVER

James McKee looks mighty festive and ready to party at the annual Christmas Banquet. A great time was had by all!

Photograph by Frank Sodek, Jr.

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

President's Report

by *Frank Sodek*

Greetings from your newly reelected club President. I hope everyone had a safe and enjoyable holiday season, and I also hope Santa delivered that new RC play toy that you were wanting!

It's hard to believe that here we are starting a new year once again. The club really had a terrific year last year. Our club membership grew quite dramatically, with most of the new members also being new to the hobby. While I'm extremely proud that we've brought a lot of new faces to the club and to the hobby, the large amount of new members needing flight instruction caused quite a bit of pain for the club's flight instructors. We are slowly working thru the list of non-soloed pilots, so hopefully this year the training sessions won't be as chaotic as last year's.

I think the main reason that our club is so successful is because we have so many members who are willing to spend some of their precious personal time to help out the club. While event and contest directors are certainly important for getting events successfully pulled off, those events wouldn't happen if everyone didn't pitch in. Last year there was also tons of work done at the field between events, and the result is that we've got a great place to fly that we should all be proud of.

We finished out last year with two fun events – the Santa pal Fly-in and the Christmas banquet. B.W. was able to deliver his Suburban full of toys to Santa Pal and Ronald McDonald House thanks to the generosity of club members. I received a personal "Thank You" from Susan Bolton, the director of the Ronald McDonald House, to pass on to all the club members that participated. The final event was the well-attended Christmas banquet, which had lots of good food and fellowship. Club officer elections were held (see the results elsewhere in the newsletter) and then the hugely popular Chinese gift exchange was held under Buster's direction.

Inside the front cover you will find a tentative schedule of events for this year. There's always a bit of fine-tuning later but most of the dates are fairly firm, so put them on your personal calendar and plan now to attend. The events are very similar to prior years except for the replacement of

the annual Big Bird fly-in with a Poker-Fly like we tried last year. We just haven't been able to get pilots to bring their big planes to our field for some reason, so we'll try to appeal to a larger audience with the "fly anything" Poker Fly.

See you at the flying field,

Frank Sodek
fsodek@aol.com

Treasurer's Report

Beginning Balance	<u>\$3,410.46</u>
Deposits	
Total Deposits:	140.00
Debits	
Postage:	(7.14)
Total Debits:	(7.14)
Balance November 2001	<u>\$3,543.32</u>

Submitted by *Dennis Torline*
Club Treasurer

Treasurer's Report

Beginning Balance	<u>\$3,543.32</u>
Deposits	
Total Deposits:	430.00
Debits	
Hall Rent:	(90.00)
Postage:	(10.20)
Magazine Subscription:	(40.00)
Total Debits:	(140.20)
Balance December 2001	<u>\$3,833.12</u>

Submitted by *Dennis Torline*
Club Treasurer

The Temple Aero Modeler

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Secretary's Notes from the November Meeting

Frank Sodek Jr., Temple Aero Modelers club President, called the meeting to order at 7:26 pm at the Temple Public Library Board Room in downtown Temple.

Don Mondrik read the minutes from the October meeting. A motion to accept the minutes as read was made by Buster Hinkle and seconded by Fred Huber.

Dennis Torline read the Treasurer's Report. Richard Musick made a motion to accept the Treasurer's report and was seconded by Fred Huber.

Old Business:

- a. Runway sealing? Frank briefed the club regarding the need for sealing the runway but the members present agreed that it could wait another year.
- b. One free subscription to Model Aviation is available for clubs to donate to high schools; Frank has secured a subscription for Temple High School, possibly the Belton High School and a paid subscription to The Temple Public Library. Frank will have the AMA bill him directly for the subscription.
- c. The nominations have been announced, we have two names for each office and there is still the option of a write in.
- d. B. W. Ponder started a discussion regarding the details of the Santa Pal Fly In. B. W. got a list of volunteers for helping with the event to be held on December 2nd.
- e. Frank Sodek discussed the Christmas Banquet to be held on December 10 at the Gober Party House from 6 to 9 pm and got volunteers to bring plates, utensils, drinks and stuff.
- f. We were notified that our Partners In Education ad would run the week of December 30th. We made a donation to Linda Zikes' class.
- g. Mark Cullison reported on the last Combat event of the year, we had great participation this year.
- h. Fred Huber updated the members present on the cost of club decals; there was a lack of interest due to the cost of the decals.

New Business:

- a. Pay your DUES! The dues for the club are due in November. Remember, in order to vote in the December elections you must be current member.
- b. Frank Sodek informed the members present that we would be having a contest committee meeting in early January to discuss the upcoming events for

next year.

- c. The meeting location for January is still unknown.
- d. Frank Sodek Jr. informed everyone that he and Mark Cullison had received their Dirty Dozen Awards. Frank noted that it was an honor to receive recognition from his fellow club members. Mark also thanked everyone for the recognition.

The next Temple Aero Modelers club meeting will be held at the Gober Party house, pot luck dinner around 6:30 pm followed by a short meeting to elect officers and then Buster's Chinese Gift Exchange.

Comments & Announcements:

- a. Frank gave John Rovetto another ATTABOY for repairing the informal transmitter impound tabletop at the flying field.
- b. Mark Cullison collected an ATTABOY from Frank for all the work he does assembling the Newsletters each month.
- c. The Georgetown club will be having a swap meet January 18th and 19th.

Blunder Awards:

1. Paul Horan stuck his finger in a prop.
2. Paul Horan hit one of the safety barriers around the pilot boxes.
3. Travis Berry was attempting a touch and go when he stalled the plane, resulting in a broken firewall and nose gear.
4. Richard Musick hit a tree.

Paul Horan won the Blunder Award!

The meeting was adjourned at 8:23pm

Submitted by *Don Mondrik*

V.P./Secretary
czechtek@aol.com

Safety Report

It's deja vu all over again. I've been elected as club Safety Officer for 2002, so that means you'll have to tolerate my safety reports most every month. I'll do my best to make a contribution to the club in this capacity.

The Temple Aero Modeler

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I'm glad to report that 2001 was a relatively safe year for the Temple Aero Modelers. We did have some close calls, though. I recall one out-of-control airplane crashing right on the flight line and several members getting fingers in the way of turning props. I know one of those cut fingers required stitches. These incidents serve to remind us that there is some risk involved in flying radio-controlled airplanes. That's why about three years ago, a committee was formed to draft a set of field procedures and safety rules along with frequency-control rules and procedures for our field. Both sets of rules are still in effect. A copy of each should be included somewhere in this newsletter, or you can access them at our club web site.

We're a growing club! Our membership total at the end of last year was about 53 members. From my past experiences, the first growing pain a club feels is usually at the frequency control board on a busy Sunday afternoon. We are inevitably going to experience more shared-frequency conflicts at the field. That's going to make everyone's cooperation with number 4 and 5 of the frequency control rules and procedures more important than ever.

Bobby Zikes

Safety Officer

bzpostal@hotmail.com

FACTS ABOUT FUEL No. 1 What's the Oil Content?

(The following is the first 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 .)

Fact (A) - It's quite likely that no other single facet of modeling generates as many myths, misconceptions, misunderstandings, errors (and more than a few lies), or as much outlandish goofiness as model fuel....one of our absolutely necessary, non-optional items for powered flight.

Fact (B) - Of all the above, the one fact that rouses the most questions - and without doubt the most wrong answers - is the ongoing nonsense about the amount of oil required in model fuel.

Myth: Model Glow Fuel must contain XX% oil to operate properly, perform well and protect the engine.

Fact: There is no such fixed number.... at least not a valid

one.

Why not? Think about it: In order for this to be true, all oils used in model fuel - all of them - would have to be identical in every characteristic. Does anyone honestly believe they are? I doubt it.

While lubricants compounded for full-size engines - automotive, recreational vehicle or aircraft - are rarely, if ever, suitable for use in model engines (for many reasons), nevertheless, there are a number of base lubricants that are available for our highly specialized use. However, most of these must be modified slightly or extensively by the use of a variety of additives and modifiers.

While Klotz model oils are perhaps the most well-known to the average user, and are quite good, they are by no means the only lubricants available to model fuel blenders, and there are currently a number in use. Each has its own "personality" - its own set of technical specifications and characteristics.

At this point, we should point out that we're speaking of the so-called "synthetic oils" popularly used in modern model fuels. Castor oil...the oil of choice, and, indeed, the only suitable model engine oil for many years, is more of a common and known factor. Assuming a good grade, if a fuel uses only castor as its lubricant, then we could give you a fixed percentage, at least for the various engine groups and types.

However, few model fuels intended for R/C use today contain only castor oil as the lubricant. For the purposes of this discussion, we will only deal with fuels containing either straight synthetics, or a blend of castor and synthetics.

So...what does all that mean?

Let's draw a little picture here: Suppose at some point in your life, you become concerned about living a long and healthy life, so you decide to consult a doctor for advice as to how to accomplish this. When you come to the subject of food, you say, "Well, tell me, Doctor.... if I wanna still be healthy and virile at 90, how do I eat?" The good doctor replies, "M'boy, if you will eat two pounds of food a day, you'll be fine!"

My guess is your response would be something like, "well, what kind of food, Doc? After all, no two are exactly alike.... is that two pounds of lettuce or two pounds of pork chops?" If he replied, "It doesn't matter. Just as long as you eat that two pounds every day, you'll probably outlive your kids." My bet is that you'd run, not walk, out of that

The Temple Aero Modeler

quack's office!

Why, then do we blindly follow someone's Word From On High when they say (in words engraved on stone tablets), Thou shalt use no fuel that does not contain XX% oil." It makes absolutely no sense to me, nor do I think it will to you, if you just stop to think about it. All foods are different; so are oils.

If that's true, why do the instructions with my engine specify a fixed percentage of oil? Simple - to protect themselves. All engine manufacturers have been burned (figuratively and literally) in recent years by "bargain priced" fuels containing either inferior oils, or insufficient amounts of oils. Every one that I've talked to will admit off the record that they know that fuels containing good oils won't need as much as their instructions say. But they also say they know they have no control over that, so they are going to print a high number, in hopes that amount of even a cheap oil will be sufficient. Frequently, it isn't.

So why not just put a lot of oil - at least 20% or more - in fuel and not worry about it? A lot of reasons...all good ones. For example:

Too much oil - any more than is necessary - makes the engine run really crappy. Think about it: methanol burns; oil doesn't - or at least it shouldn't. (Some do, but that will be dealt with in another installment.) Common sense would tell us that the less oil (non-burnable) we can safely use (to an irreducible minimum point, of course), the more methanol (burnable) we will have in our combustion chamber. More burnable ingredients = more power. One well-known magazine writer, with more than 50 years engine experience, tells me that in his experience, for every 1% oil removed from model fuel, the effect is about the same as adding 1% nitromethane. And it costs a lot less!

By the same logic, the less oil we use (to the predetermined minimum, of course), the less the oil is going to be dousing the glow plug element, and we should be able to achieve a lower, smoother idle.

Next to nitromethane, oil is the most expensive ingredient in model fuel. By not using an unnecessary amount of oil... especially if it's just to satisfy some Great Guru's edict... the manufacturer can keep the cost of the fuel down, which puts a smile on all modelers' faces. Remember that even an additional 25 cents in manufacturing cost translates to an additional dollar... or more... at the retail level.

So, what is the right amount?

It all depends...on what kind of oils, in what combinations, with what additives, etc. And for what use? Sport airplanes... Racing... Helicopters... Boats... Cars... Ducted Fan? What size engines? (As engine size increases, they need progressively less oil. Why? Simple mathematics. Surface area of the combustion chamber increases at about half the rate as the displacement increases.) Most people know that the big T.O.C. and Unlimited racing engines use oil in the 4% to 5% range.

Ducted fan and helicopter engines typically need more oil, 4-strokes less. It might be surprising to most airplane flyers to know that top competition model car engines use fuel with oil contents in the single digits, even though they are turning in the 40,000 - 50,000 rpm range, and have no fan in front to cool them! As matter of fact, they will hardly run on regular airplane fuel.

Next installment: Synthetic or castor oil... which is best?

Christmas Banquet Business Notes

A brief business meeting was held during the Christmas banquet on December 10th. Officer elections for 2002 were held with the following results: President: Frank Sodek, Jr.; Vice-President/Secretary: Don Mondrik; Treasurer: Dennis Torline; Safety Officer: Bobby Zikes; Field Marshall: John Rovetto. Mark Cullison awarded certificates to all of the combat participants. Mark also presented the club with a new "Blunder Award" trophy that he built from the remains of one of his fatal crashes. All remaining club business was deferred until the January meeting.

Regards,
Frank Sodek

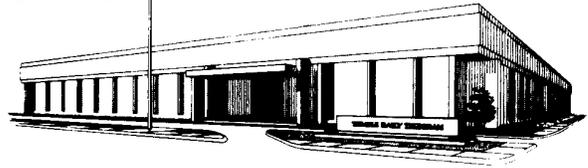


Toys collected at the Santa Pal/Ronald
McDonald house Fly-In
Photo by B.W. Ponder

TEMPLE DAILY TELEGRAM

PUBLISHED DAILY AND SUNDAY

10 SOUTH THIRD STREET — P.O. BOX 6114
TEMPLE, TEXAS 76503-6114 — (254) 778-4444



October 18, 2001

Temple Aero Modelers
atten: Bobby Zikes
3306 Deer Trail
Temple, TX 76504

Dear Mr. Zikes and Members :

On behalf of the Temple Daily Telegram, I would like to thank you for your Partners in Education (PIE) sponsorship of the class of Linda Zikes of Western Hills Elementary School Your sponsorship shows your support for our community's young people and their future.

Our PIE teachers appreciate their sponsor's support. With your help they are able to provide their students with current and relevant teaching activities and information throughout the year enabling them to provide fun and exciting classroom experiences.

The Temple Daily Telegram's PIE program welcomes you as a member of our sponsorship team and compliments your support of our young people, teachers, and community.

Your ad will run the week of December 30-January 5. Please check the enclosed copy for corrections.

Sincerely,

Bea Kruse
Partners in Education Coordinator



Partners In Education welcomes Temple Aero Modelers

as sponsors of classroom newspapers.

Temple Aero Modelers

are providing the **Temple Daily Telegram** to the class of
Linda Zikes at **Western Hills Elementary School**.

The newspaper in the classroom generates interest and excitement
to help young minds learn.

If you are interested in becoming a sponsor
contact Pattie Marek at 778-4444 ext. 246

Temple Daily Telegram

(254) 778-4444



Temple Aero Modelers**Field Procedures and Safety Rules**

1. All flyers must be current members of a national modeling organization offering liability insurance, and all flying must be in strict accordance with respective current national model aircraft safety codes.
2. Each flyer must strictly adhere to current frequency control rules and procedures (see separate set of rules). The frequency control board must be used by each flyer. Make sure you “own” your channel before turning on transmitter.
3. Pilots should stand within one of the four flight stations with safety barriers. Do not fly over the pavilion, pit or spectator areas. Takeoffs and landings should be into the wind.
4. If more than one aircraft is flying, there shall be NO low-altitude (less than ~25’) high speed passes over the runway.
5. No spectators are allowed on field side (east) of heavy red stripe on taxiway and its imaginary north-south extensions.
6. Pets must be on leash. Children shall be supervised at all times.
7. A maximum of four planes shall be in the air at any one time unless a special event is occurring.
8. Carefully preflight aircraft mechanical and electrical functions before flying, including checks of control surface operations.
9. Be considerate of other flyers and their need to use tables for assembly, disassembly or repairs.
10. Do not run engines under pavilion or behind (west of) red line. Use proper restraint when starting. It is recommended to use a glove or chicken stick when hand starting. When running up an engine do not stand in front of, or in line with, the propeller arc. Make sure that spectators are also clear of prop and prop wash blast.
11. Do not tie up the runway to start or adjust engines. Do not do taxi tests when there are more than one flyer.
12. Verbal calls shall be loudly made to announce intentions and include:
 - a) “Emergency Landing” - #1 landing priority
 - b) “Dead Stick” - #2 landing priority
 - c) “Landing Left (or Right)” - #3 landing priority (call ~15 seconds before touchdown)
 - d) “Touch and Go” - #4 landing priority (call ~15 seconds before touchdown)
 - e) “On the Runway” - any time a person goes on or crosses the runway to retrieve a plane. No landings or takeoffs until runway is clear.
 - f) “Runway Clear” - as soon as person is clear of the runway. Make retrieval expeditiously so that takeoffs and landings may be resumed.
 - g) “Coming Out” - before taxiing onto runway.
13. Solo student flights will be allowed only when authorized by and supervised by club-qualified instructors.
14. Alcoholic beverages shall not be consumed by pilots prior to, nor during participation in any model operations.
15. Persons doing field maintenance or mowing operations may curtail flight operations as they see fit. A “Field Closed” sign will be posted on frequency board.
16. Helicopters shall not be flown while fixed wing planes are in the air.
17. All engines should have a muffler or effective silencer.
18. After landing, do not taxi back past the flight stations.

19. Before leaving, place all your garbage into trash barrels. Flatten aluminum cans and place in can barrel. The last person at the field shall put up chairs, flags, etc.; lock storage and tractor sheds; and lock the field gate.
20. All flyers are to use the facility in a safe and responsible manner. Dangerous or reckless behavior will not be tolerated. Be considerate of your fellow flyer and always apply the golden rule.
21. Be polite and courteous to visitors and answer their questions where possible. Above all else, conduct yourself in a professional and mature manner.

1/25/99

Temple Aero Modelers

Frequency Control Rules and Procedures

1. Before turning on a transmitter anywhere in field vicinity (within 3 miles), you must “own” or “capture” the proper frequency. This includes in and around vehicles and pit area in addition to flying.
2. To “own” or “capture” a frequency, raise the appropriate T-bar on the frequency control board to the “up” position and hold with a clothespin. Attach your current national membership card under clothespin. This gives a name to each used frequency.
3. When turning on your transmitter, check to see if any airborne aircraft are affected. Be prepared to turn it off immediately if trouble is observed.
4. If sharing a frequency with other flyers, lower frequency bar and remove your card after your flight to make it available for someone else to use.
5. When others are sharing your frequency, please limit flight time to approximately twenty minutes and then relinquish the frequency to the next person. Be courteous.
6. Never remove anyone else’s membership card from the frequency board. Locate the pilot and ask him to remove it.
7. If you improperly use the frequency board and turn on a transmitter, which causes damage to another pilot’s aircraft, you could be responsible for damages.
8. No 50 MHz amateur radio equipment (non-RC) shall be used at the field.

MEETING LOCATION



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

MAX BLOSE

(817) 662-5587



P.O. BOX 22054 • WACO, TEXAS 76702



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and Accessories...

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Max A. Blose

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

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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