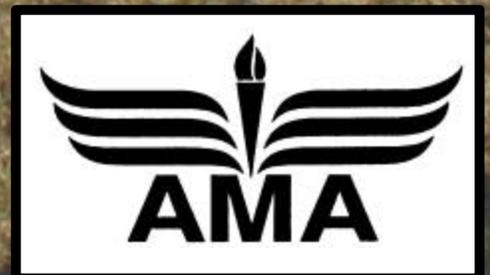


# The Temple Aero Modeler

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



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



*Combat  
July 28<sup>th</sup>*

# Club Info

*Combat  
August 11<sup>th</sup>  
and 25<sup>th</sup>*

## 2002 Officers

President: Frank Sodek Jr.  
773-8081  
Vice-pres/Sec: Don Mondrik  
939-1242  
Treasurer: Buster Hinkle  
982-4746  
Safety Officer: Bobby Zikes  
773-3773  
Field Marshal: John Rovetto  
939-5659

## Temple Event Schedule

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)

Aug 10 Prop Nuts Helicopter Fly-In, Prop Nuts R/C Club, Crosby, TX  
Aug 10-11 Texas Scale Championships, Fort Worth Thunderbirds, Scale Master Qualifier, Benbrook, TX  
Aug 15-18 T-38 Jet Rally at Reese Center, Wings Miniature Aircraft Society, Lubbock, TX  
Aug 17-18 Battle on the Trinity – RC Combat, Greater Southwest RC Club, Fort Worth, TX  
Aug 24 Semi-Annual Unlimited Float-Fly, Weatherford Aero Modeling Society, Weatherford, TX  
Aug 24-25 Barnstormer Pattern Contest, Tri-County Barnstormers, New Waverly, TX  
Aug 24-25 DCRC Big Bird, Dallas RC Club, Seagoville, TX

### ON THE COVER

The weather is HOT and so is the COMBAT! C'mon out and join in on the fun (even if it's just spectating.) Don Mondrik shows off his "Bat Man" Combat Gremlin. Check out the flip side later in this issue!

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 club President. You'll probably all be glad that this month's President's Report is shorter than normal – Mark has a tighter than normal schedule this month because of conflicts, and I'm getting ready to go back to Japan and Taiwan next week, so I'm writing this report in a hurry!

The current major item of club business is regarding the disposition of Dennis Torline's RC items. At the last meeting B.W. brought all of Dennis's items to show to club members. The members present at the meeting established a procedure that will be used for selling the items at this next upcoming (July) meeting. B.W., Mark and I have assigned prices to each item or group of items. Anyone wanting a particular item will place their name in a "hat", and then a name will be drawn for each item. The person whose name is drawn can purchase the item at the designated price, or else can decide to pass on the item, in which another name will then be drawn. You must be present at this next meeting to participate in the drawing. If you can't make the meeting, you may also designate a proxy person who will represent you at the meeting, including purchasing the item and taking it home with them.

See you at the flying field,

*Frank Sodek*

fsodek@aol.com

\*\*\*\*\*

## Treasurer's Report

Beginning Balance	<u>\$5,073.37</u>
Deposits	
Total Deposits:	205.00
Debits	
Total Debits:	(0.00)
Balance June 2002	<u>\$5,278.37</u>

Submitted by *Buster Hinkle*

Club Treasurer

## Secretary's Notes

The June meeting of the Temple Aero Modelers club was called to order by club President Frank Sodek Jr., at 7:33 pm at the Ronald McDonald House meeting room in Temple.

Don Mondrik the Secretary / Vice President read the minutes from the May meeting and a motion to accept the minutes as read was made by Buster Hinkle and seconded by B. W. Ponder. No changes were needed for the minutes.

Buster Hinkle presented the Treasurer's report to the meeting. A motion to accept the Treasurer's report was made by James McKee and seconded by Frank Sodek Sr. Buster informed the meeting that he had no records of our financial past and would have to wait for the next bank statement to begin his record keeping.

### **Old Business:**

- a. **Field Maintenance** John Rovetto is still on vacation so the club is pitching in to take care of the field. Travis Berry, Bill Hamby and John Redwine have taken up mowing duties, thanks guys field looks good! Rick Berry has a friend that works for Sprint and was able to get him to use a bucket truck to remove the old windsock. Thanks Rick, the flagpole looks bare now. Buster Hinkle was going to look for the receipt of the company that pumped out the outhouse so that we could contact them again for their services. Don Mondrik did not have any more information about the company that applied a seal coat to a small business in Belton. Frank Sr. is still waiting for his cans recycling sign. We got the GPS coordinates for the field in the event that we need emergency services.
- b. **Club Shirts** Don Mondrik has contacted H&H T-Shirts about new logos for more club shirts and informed the meeting that he needs a deposit before the shirts would be made. Steve Sanders offered to put up the deposit until the club gets its banking problem resolved.
- c. **Fun Fly** Buster Hinkle reported on the Spring Fun Fly. This was the largest turn out to date for our club Fun Fly. Thanks to Steve Sanders and David Laster for the spaghetti lunch.
- d. **Dennis Torline's RC items** B. W. Ponder brought all of Dennis Torline's RC equipment to the meeting.

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The club will sell all of his equipment for his wife Bernadine. Don Mondrik made a motion to sell the equipment by having a drawing for items. Interested parties can put their name in the hat for items they are interested in buying and would have the option to buy or pass if their name is drawn. A drawing seemed like a fair way for club members to have a chance to buy a new plane, radio, building supplies or field support items. The motion was seconded by Mark Cullison and was put to a vote. The motion passed by majority vote. Mark Cullison offered to warehouse the items and Frank and B.W. would group and price them items to be sold. The sale will be at the next meeting so bring cash or a checkbook because we don't take American Express or VISA!

## New Business:

- a. **Awards** Bobby Zikes presented awards to B.W. Ponder and Ken Schulz from the JETERO Pattern Contest. B.W. had his Suburban and trailer stolen in Houston and B.W., Ken, Max Blose and Todd Blose all lost wings and field support equipment in the theft. Bobby presented the 2<sup>nd</sup> Place award to Ken and the 3<sup>rd</sup> Place award to B.W. for competing in the Masters class in the Pattern Contest.

## Comments & Announcements:

- a. **B. W.'s theft in Kingwood** B.W. Ponder had his truck and trailer stolen. He was in the Houston area for a Pattern Contest with Ken Schulz and Max and Todd Blose. They lost everything but what they carried into the motel room the night before. B.W.'s truck and trailer were found late the next day. And, to top it all off, B.W. crashed his newly finished Pattern airplane and Todd Blose had a mid-air that destroyed Dad's newly finished plane.
- b. **Combat Report** Mark Cullison gave a report on the recent Combat weekend. There were several mid-air and 3 out of 5 planes were knocked out of competition.
- c. **Waco Big Bird** Fred Huber gave a report on attending the Big Bird in Waco. Fred was one of the first five pilots in the air and got a gallon of fuel for his efforts. Don Mondrik also attended but didn't fly in the event.

- d. **Alex Devine: PP-ASEL** James McKee reported that his Grandson Alex got his private pilot's license and James will be his first passenger.
- e. **N12444 Waco** On Sunday June 23<sup>rd</sup> Alan McClure was force to make an emergency landing in his 1932 Waco biplane at McGregor Park in Moffat. Mr. McClure reported that the planes engine began to sound rough and he felt that it would be safer to land rather than try to make it back to the Temple airport.

## Blunder Awards:

1. Brian Buckalew - Brian experience flutter on his trainer before it crashed.
2. Fred Huber - Fred flew his Ugly Stick into the ground.
3. B. W. Ponder - B. W. lost his Pattern airplane when the radio locked up.
4. Steve Myer - Steve crashed when he began flying the wrong airplane.
5. Don Mondrik - Don crashed the Electra-Jet on its maiden flight.

Steve Meyer won the Blunder Award.

**Show and Tell** Don Mondrik brought some laser cut ribs for a scaled down Perfection. The ribs were drawn using AutoCAD and then e-mailed to a laser cutter. The Perfection ribs will be a .40-sized version someday soon.

Meeting adjourned at 8:56 p.m.

Don Mondrik  
V.P./Secretary  
czechtek@aol.com

# The Temple Aero Modeler

## Safety Report

I can think of no urgent safety issues that need to be brought up this month, which I guess is a good sign of an R/C club that is using safe flying habits. Thanks to all for making this a really easy office this year!

With the increased flying activity at the field this time of year, I do want to remind everyone to use the frequency-control board correctly. Of course, the main thing to remember is to raise your corresponding frequency number before turning on your transmitter. Also, if you know you are not the only flyer on your frequency that day, be sure to remove your AMA card and lower your frequency number when you finish a flight.

I notice that whenever someone is putting that knee-knocking first flight on a brand new airplane, it is customary at our field to let that pilot have the whole sky and the entire flight line to himself. I don't recall that practice being spelled out in any of our field procedures, but I think it's a really nice gesture on our club members' part. This same courtesy was extended to me when I flew my Giles 202 for the first time, and I appreciated it.

Submitted by *Bobby Zikes*  
Safety Officer

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## Model Cleaning solution

Here is a model airplane cleaning solution for those with a little initiative and extra time on their hands. While commercial products are available some people just can't resist making things. The recipe was taken from Radio Control Airplane Building Techniques by Randy Randolph. I tried it and it works better than most things I have tried. I used lemon ammonia and a lemon scented dish-washing detergent because that's what I had and it smells like, you guessed it, ammonia!

- 5 cups (40 ounces) water
- 1 cup (8 ounces) rubbing alcohol
- 1/2 cup (4 ounces) ammonia
- 2 teaspoons (1 ounce) liquid dishwashing detergent

Submitted by *Don Mondrik*



Don Mondrik and the bottom side of his "Bat Man" Combat Gremlin... Get it?  
Photo by Frank Sodek, Jr.

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## 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, its 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 hotter (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 awhile 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 MDI

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## Colored Canopies

Rit Cloth Dye, available in most supermarkets, fabric stores, or drug stores, will tint the clear plastic quite well. Mix up the dye in luke warm water in a container large enough to immerse the entire canopy. Dip the canopy for a period of one minute or so, until you get the feel of how fast the dye is "taking." Rinse in cool water and dry off. If it is not dark enough, dip it again. You can even be tricky about the tint by making a fixture to hold only a certain part of the canopy in the dye. The effects you get are only limited by your imagination.

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Combat July 28<sup>th</sup>  
Combat August  
11<sup>th</sup> and 25<sup>th</sup>

**Name**  
**Address**  
**Citystatezip**

## **"The Temple Aero Modeler Newsletter"**

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