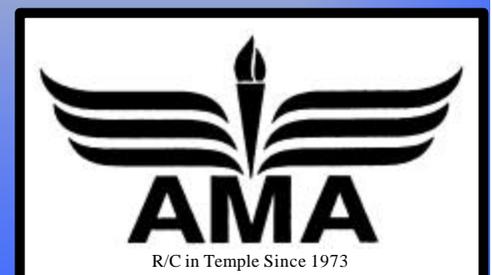


The Temple Aero Modeler

The Official Newsletter of the Temple Aero Modelers Radio Controlled Aircraft Club.
July 2003



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



CLUB INFO

Work Day
(runway
sealing) 7 am
July 26th

**Cub Scout
Demo/Intro**
August 7th
Combat
August 3rd, 17th
and 31st

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
Steve Meyer	939-6394
Don Mondrik	939-1242
B.W. Ponder	778-6182

On The Cover

Zachary Skrabanek and his first solo flight with instructor Frank Sodek, Jr. (left) and his dad David (right) looking on.

Photo by Mark Cullison

Temple Event Schedule

Jul 26	Work Day - runway sealing 7a.m.
Aug 3	Combat*
Aug 7	Cub Scout Demo/Intro 6 p.m.
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

Note: unless otherwise specified, combat will begin at 3pm on days listed

District VIII Events

(This is not a complete list)

Aug 2-3	High Plains Championship for 401-406, Lubbock, TX
Aug 9-10	2 nd Annual HOTMAC Warbird Event, Waco, TX
Aug 16-17	Odessa Propbusters Big Bird, Odessa, TX
Aug 30-31	7 th Annual Texoma RC IMAC Challenge, Sherman, 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>

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President's Report

by *Steve Meyer*

Greetings,

How many of you noticed the cover picture on the June issue of the Temple Aero Modeler? Thanks Bob Higginbotham for submitting that photo, along with several others.

OK, now lets get a little more detailed. Did you also notice our frequency board? There are four or five consecutive frequency pins in use. Maybe we should consult with Bobby Zikes, our safety officer concerning potential problems with this scenario. Oh, that's Bobby preparing to fly! Just kidding. I know Bobby is on a higher frequency.

One checklist comes to mind, especially if you are on a frequency adjacent to one already in use. As you are preparing to fly, extend your transmitter antennae, and turn your transmitter on while simultaneously watching the other aircraft in the air. Be especially observant of any erratic pitch and or roll movements from these aircraft. (Unless it is mine, then know that may be normal) If after five to ten seconds you are satisfied that there is no frequency conflict from your transmitter, then turn your receiver on and again look for erratic servo operation from your aircraft. It takes just a few seconds to go through this simple checklist. However if it saves just one plane, or accident, then it becomes time well spent.

Thanks to all who participated in our hosting Cub Scout Pack 117 on June 26. We dodged the weather that afternoon, and Kids and Parents came away with a great big smile. Cub Scout Pack 118 from Morgan's Point has also inquired about our club hosting them in August. I will make contacts and let everyone know the date, hopefully by our July meeting.

We will have a Field Maintenance day on Saturday July 26. Efforts will be directed towards sealing of the runway, so wear clothes and shoes that you don't mind getting oily, or dirty. Coffee and doughnuts will be available at 7am. Wednesday evening training sessions are going great, however I am seeing fewer rookies than this time last year. If you know of anyone that shows an interest in our hobby, give them a call and make the invitation. Or better yet go by and bring them out for a test flight.

Our last round of combat (July 6th) saw one additional flyer, and what a difference that made in the action. I have received three 2XFloyd combat kits if anyone is interested.

B W Ponder and Todd Blose have driven to Muncie Indiana to participate in RC Aerobatics at the National Level. Good trip and best of luck to these guys. Will look forward to the report.

Safe Flying.

Steve Meyer

oscar54_2000@yahoo.com

Safety Report

For better or for worse, I've started using one of the new NiMH (nickel metal hydroxide) battery packs in my pattern airplane. I thought I would pass along in this report my experience, so far, with these batteries and some information on them that I have accumulated. I can't remember if I've mentioned this subject in past safety reports, so if I'm repeating myself, my apologies.

Now, I'm no expert on batteries. For expert caliber information and advice, you'll have to talk to Max Blose or Paul Horan. What I have learned, so far, is that it would be a matter of personal opinion on whether Nicads or NiMH battery packs are better, since each has advantages and disadvantages.

I guess the biggest plus for NiMH battery packs is that they develop no memory like Nicads do. NiMH batteries are a smaller package, in comparison to Nicad battery packs with the same capacity. They appear to have little or no self-discharge. I haven't flown my pattern plane in a month and the voltage still reads at 5.45 volts. I, also, seem to be able to get more flights off of my NiMH pack, with the voltage still reading 5.2 to 5.4 after five flights running digital servos.

On the downside, you'll need a new NiMH charger. Although you can actually charge NiMH batteries with a standard wall charger overnight, they can overheat quickly, if they are overcharged, so I think it's a good idea to get a new charger. Other bad vibes about NiMH battery packs, I've heard and read, is that they can die without warning. One minute they're reading 100% good-to-go and the next minute they're belly-up. As a matter of fact, the only crash at our pattern contest involved system failure in a plane using NiMH batteries. Also, one report I read claims a servo-centering problem when using NiMH batteries.

Our trusty old Nicads, of course, have a well-established reputation. They are easy to charge and quick-charge. But then there's that memory thing, and Nicads are not environmentally friendly.

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I can tell that to date, I have experienced nothing but positive results using a NiMH battery pack in my Prophecy. So, I guess for now, I will plan on continuing to use NiMH batteries in more of my planes. In my opinion, we will be seeing more and more of NiMH batteries in the future.

Submitted by *Bobby Zikes*

Safety Officer

bzpostal@hotmail.com

Treasurer's Report

Beginning Balance		<u>\$5,326.52</u>
Deposits		
	Total Deposits:	596.15
Debits		
Ronald McDonald – rent.....		20.00
Frank Sodek, Jr. (drinks, mower fuel)....		48.32
	Total Debits:	(68.32)
Balance June 2003		<u>\$5,854.35</u>

Submitted by *Buster Hinkle*

Club Treasurer

Secretary's Notes

Steve Meyer called the meeting to order at 7:30pm on June 30, 2003. The meeting was held at the Ronald McDonald House in Temple.

Don Mondrik summarized the Minutes from the May meeting. Frank Sodek Jr. pointed out an error in the minutes from the May meeting. The minutes were summarized from the month of April and not March. The minutes were accepted with the correction by Paul Horan and seconded by Buster Hinkle.

Buster Hinkle presented the Treasurer's report. The Treasurer's report was accepted by Fred Huber and seconded by Rick Berry.

Old Business

Cen-Tex Air Show

Frank Sodek Jr. attended a follow up meeting on the Cen-Tex Air Show. Frank Sodek Jr. stated that the event was profitable.

East Property Line

Steve Sanders delivered the insurance papers to Mr.

Brown. Mr. Brown is now on the TAM mailing list.

Combat

There was a combat report given. Three pilots flew on June 22nd with no reported problems or midairs. We need more participants. The next sortie is on July 6th.

Wednesday New Pilot Training

Pilot training is going great, but it has been windy. Frank Sodek Jr. stated we need a new Futaba buddy box. Mark Cullison made a motion that the club purchases a Futaba buddy box. Fred Huber seconded the motion. The motion passed. Frank Sodek Jr. will acquire the buddy box.

Fun-Fly

Buster Hinkle gave a report on the rained out Fun-Fly. There were 12 registered pilots.

Cub-Scout Pack 117

The club hosted Pack 117 on June 26th. There were 10 scouts present and they all received two training flights. Rick Berry cooked hot dogs. Everyone had a great time. Thanks went out to all that were involved.

Runway Sealing

The date for the Runway sealing party is July 26th starting at 7am. Buster Hinkle will purchase 45 buckets of sealer, 2 new squeegees, and 1 gallon of black top patch from Lowes. Buster will also bring a 1/2" drill. Wear some old shoes this can get very messy.

Intra-Club Swap Meet

The Intra-Club swap meet will begin @ 1pm on July 20th.

New Business

Grass Burs / Field Maintenance

It was stated that the grass burs need to be sprayed again. Steve Meyer stated he would get the sprayer from B.W. and spray the field. Travis and Rick Berry mowed the field.

Outhouse

There was some discussion about having the outhouse pumped out. This discussion was tabled.

Donations to the Club

Lance Starzyk donated a JR buddy box, Jeff Pitts donated a pair of chaps and Bob Hughes built and donated a "plane grabber" to retrieve plane from trees. Thanks goes out to all that made donations.

Cub-Scout Pack 118

Cub-Scout Pack 118 has asked the club for some flight training and instruction. There are about 10 scouts. The club has agreed to host Pack 118 on a Thursday night from 6 to 9 in July or August.

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Temple Daily Telegram's Community Guide

Frank Sodek Jr. stated that the club was listed in the community guide.

Club's Money

Mark Cullison on behalf of Don Cullison stated that the club should put some of its money in a CD or something that would pay some interest. This was discussed and decided that with interest rates being so low that the club would not make enough money at this point in time.

Lawnmower

It was stated that the club's lawnmower is worn out and needs to be replaced. Everyone should keep an eye out for a good deal on a lawnmower.

Blunder Awards

1. David Skrabanek's hard landing ripped out the nose gear.
2. Mark Cullison crashed his little rookie practicing for the Fun-Fly.
3. Steve Meyer flying John Cast's 20-year-old plane had the wing separate. The fuselage lawn darted to the ground while the wing fluttered to the ground.
4. Jeff Pitts landed in a tree. There was no damage to tree or plane.
5. Lance Starzyk had a hard landing with his Ultra-Sport. The Ultra-Sport suffered only a flesh wound.
6. Fred Huber crashed his Pizza Box.

Mark Cullison wins!!!!

Door Prize

Steve Sanders donated a gallon of fuel for a door prize, which was won by Bill Hamby.

The meeting was adjourned at 8:42pm.

Submitted by *Ken Schulz*
 Vice President/Secretary

13th Annual Fun Fly

There is a reason why hotels don't have a 13th floor, and airplanes don't have row 13. This was my first contest out of 30 that was rained out. The fall fun fly of 1994 canceled early morning because of light rain and low clouds. We had 7 pilots from Bryan and 5 from our club. The morning started out with light wind. During the pilots meeting it was calm.

We got started; the first 6 pilots that flew were from Bryan. Bobby Zikes was next. The clouds were turning black to the west and the wind started gusting from the west. It got

so dark at 11:15 am that it was hard to see the airplane below the tree line. Everybody started packing up everything except their contest plane. Steve Meyer was up. He looked at me and I said, "Go". He took off and the wind got real bad. Steve showed some outstanding piloting skills just to get his plane down with only bent landing gear. Steve was not very happy with me.

We sat in our vehicles for about 40 minutes. The Bryan guys called and checked the radar and it did not look good. We all gathered under the shelter still raining and took a vote and decided to call off the contest and start over the same contest October 5 at our fall contest. Shawn Rasco was in 1st, Stewart Hutchins in 2nd and Bobby in 3rd. Mark, Ken and Frank did not get to fly. Steve was going to get a re-flight. It rained for another 2 hours.

Buster Hinkle, CD

From the Internet

Subject: Accident

From: xxxxxxxxxxxxxxxxxxxx

Date: 24 Jun 2003 01:22:09 GMT

This past Friday a couple of our guys were getting a Magnum 1.80 broken in. They were doing this at home with the engine on the plane. One was holding and one was "sitting" in front of the plane on the ground with the engine running at full throttle. Well guess what... the engine pulled the firewall out of the fuse. It then hit the concrete and broke a blade off the prop. The broken blade met the leg of the guy in front and took out a golf ball size hunk of meat right above his ankle. The engine then swung around and put a gash in 3 of the other guys fingers and proceeded to cut a 3-4 inch gash right below his knee. The 2nd guy had over 30 stitches. The first one wasn't counted. I guess they were lucky. It could have been worse. Could I say I told you so?? The answer is yes!! I could. I had warned the guy in front many times about being in the prop arc and in front of his plane while running it full throttle. While telling me this story he even told me of a guy he saw that had a prop hit him from some 50 feet away and stuck him right below his collar bone. Go figure... Some people never learn.

(Ed. Note: Just a reminder... **SAFETY FIRST!** It could happen at our field or home.)

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