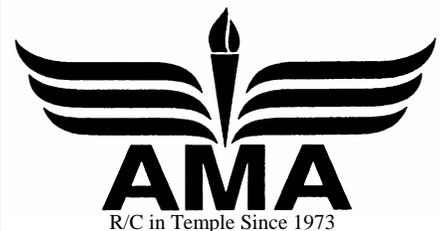


# The Temple Aero Modeler

The Official Newsletter of the Temple Aero Modelers Radio Controlled Aircraft Club.  
March 2006



This month's meeting will be held Monday, March 27<sup>th</sup> at 7:30pm at the Ronald McDonald House Meeting Room in Temple.



# CLUB INFO

*Mall Show Mar  
25<sup>th</sup>-26<sup>th</sup>  
Club Meeting  
Mar 27<sup>th</sup>  
First Beginners'  
Night Apr 5<sup>th</sup>*

*Blose Pattern  
Contest  
Apr 22<sup>nd</sup>-23<sup>rd</sup>  
Spring  
Picnic/First  
Combat Apr 30<sup>th</sup>*

## 2005 Officers

President: Don Mondrik  
939-1242  
Vice Pres/Sec. Doug Staines  
780-3512  
Treasurer: Buster Hinkle  
982-4746  
Safety Officer: Paul Horan  
780-1274  
Field Marshals: John Cobb  
791-2354  
Larry Macie  
291-4590

## Instructors

Frank Sodek, Jr. 773-8081  
Mark Cullison 773-9686  
Paul Horan 780-1274  
B.W. Ponder 778-6182  
Doug Staines 780-3512  
Lance Starzyk 760-8678  
Steve Meyer 939-6394  
Fred Huber 368-6122



## On The Cover

Macie's Menagerie – Larry Macie's War Birds are ready for the Mall Show, are your airplanes ready? Get'em cleaned up and bring them Saturday morning.

Photo by Larry Macie

## Temple Event Schedule

Mar 25-26 Mall Show  
Mar 27 Club Meeting 7:30pm  
Apr 5 1<sup>st</sup> Beginner's Night 5pm  
Apr 22-23 Blose Pattern Contest  
Apr 30 Spring Picnic/1<sup>st</sup> Combat 1pm  
Apr 24 Club Meeting 7:30pm  
May 5-7 Central Texas Airshow  
May 20-21 Temple Pattern Contest  
May 22 Club Meeting (early due to holiday)  
June 4 Combat 3pm  
June 11 Sanctioned Fun Fly 10am  
Jun 25 Combat 3pm  
Jun 26 Club meeting 7:30pm  
Jul 9 Combat 3pm  
Jul 23 Combat 3pm  
Jul 31 Club Meeting 7:30pm  
Aug 6 Combat 3pm  
Aug 20 Combat 3pm  
Aug 28 Club Meeting 7:30pm  
Sep 10 Combat 3pm  
Sep 24 Fall Picnic/Last Combat 1pm  
Sep 25 Club Meeting 7:30pm  
Oct 1 Fall Fun Fly 1pm  
Oct 15 Poker Fly 10am  
Oct 25 Last Beginner's Night  
Oct 30 Club Meeting 7:30pm  
Nov 27 Club Meeting 7:30pm  
Dec 3 Don Cullison Memorial Christmas Toy  
Drive/Fly-In  
Dec 11 Christmas Banquet/Officer Elections

Mark Cullison - Editor 773-9686  
Frank Sodek, Jr.- Editor's Assistant 773-8081

On the web at: [www.templeaeromodelers.org](http://www.templeaeromodelers.org)  
Web Master: John Piekert 983-1029

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## President's Report

March Madness is upon us, but in our club it can only mean that you're rushing to complete your Mall Show airplane. It doesn't have to be flight ready, just Mall Show ready. But don't forget to make it flight ready or it might earn you a Blunder Award.

I would like to thank everyone that has been involved in the tree trimming work, it has taken longer than expected but the field is beginning to look like a lake park with a runway. I try to make it out to each weekend of tree trimming even if I can't help, I feel like in some small way shows support for the same old faces that do find the time to show up each Saturday for tree trimming. So, on behalf of the club, thanks guys, thanks for spending your time cleaning up the area surrounding the field, your efforts will be enjoyed by everyone that visits our flying site in the future. If you haven't made it out to help with the tree trimming your running out of time, lend a hand, come out and exact revenge on the trees and brush that have gotten in the way of so many models.

Well, that's it for me; I got my article in early, for a change, so I thought I would get back to working on my Mall Show planes. I will have to settle for Mall Show ready, I haven't decided which battery pack I should get for either plane yet. Isn't it a rule that you should get the smallest large capacity battery pack that will fit in your airplane? Perhaps it should be that you should get the biggest battery pack you can afford that will fit in your new electric airplane. I'm sure that either way I'll wish I had done something different.

See y'all at the field,

*Don Mondrik*  
 czechtek@aol.com  
 President

**Don't forget to bring your  
 donation items to the meeting  
 for the Ronald McDonald  
 House!!!**

## 2006 Mall Show

The club will be holding its annual Mall Show this year during the weekend of March 25<sup>th</sup> and 26<sup>th</sup> at the Temple Mall. We will be located two stores down from Victoria's Secret. The best way to bring your planes in for the show is thru the Food Court entrance. We will begin setting up the show at 8am Saturday morning and the show will end at 6PM Sunday evening. The store will be locked overnight on Saturday and the show will resume at noon on Sunday.

The primary purpose of the Mall Show is to promote our great hobby and also promote our great club. We will be showing off our planes to the public and will be handing out club information sheets. Spectators will be encouraged to vote for their favorite plane, with bragging rights going to the club members getting the most votes. At a previous meeting club members voted to hold another raffle of an ARF trainer, so we will be selling tickets as a fundraiser for the club. Max Blose at the Waco Hobby Stop gave the club a great deal on a really neat Hangar 9 P-51 RTF trainer (Thanks, Max!). We'll also have a flight simulator or two running for the spectators to use, to give them a feel of what's involved when flying.

For the last meeting I sent a signup sheet which had 3 hour time slots to cover the event. This will insure minimum coverage for the show, but any member who has some free time during the weekend is definitely welcome to come and help out at any time (during normal Mall hours) – the more, the merrier! In addition to bringing your planes for display, please also collect any old modeling magazines that you don't want and bring them to the show – we'll hand them out to the spectators.

Regards,  
*Frank Sodek*



This year's raffle plane!

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## Meeting Minutes

Called to order at 7:30pm by Don Mondrik, President

Minutes from January's meeting were read by Doug Staines, VP/Secretary; motion to accept minutes was made by Fred Huber and 2<sup>nd</sup> by James McCormick Jr.; Carried.

Treasurer's Report read by Buster Hinkle, Treasurer; motion to accept treasurer's report was made by Mark Cullison and 2<sup>nd</sup> by Larry Macie; Carried.

## **Old Business**

Tree Trimming/Cutting Project chairman Doug Staines gave a summary of the progress and the continued need for maximum participation by the membership.

Field Maintenance no report was presented by the field marshals.

Grass Burrs a report was made by Lance Starzyk.

Mall Show Frank Sodek, via telephone conference call, gave a report and indicated that a vacant store had been secured for the Mall Show on March 25 & 26; a sign up list was circulated for volunteers from the members present to staff the show.

Rules and Safety no reports were made.

Indoor Flying Mark Cullison and Doug Staines gave a report on the recent Indoor Flying that was held in both Georgetown and Waco; future dates of upcoming Indoor Flying was presented; Bobby Zikes indicated that the Church Gym that was used by the Club last year was now available for Indoor Flying; no action was taken at this time.

Fly-in-the-Taco Soup flying event was rescheduled to March 19, weather pending.

## **New Business**

Spring Picnic was rescheduled from April 23 to April 30 to accommodate the 'Blouse Pattern Match' which had been scheduled on the same day, which will be on April 22 & 23; the first Combat match will be held on the 30<sup>th</sup>.

Combat request for suggested rule changes were made with some discussion and a proposal was made to try different ribbon widths.

Trip Reports no reports were made this month.

Blunder Awards only candidate presented was that of Gerald Beauty's deadstick crash on landing attempt.

Meeting adjourned at 8:38pm

Show and Tell Lance Starzyk presented a Video of the recent Indoor Flying that was held in Georgetown.

Respectfully submitted by *Doug Staines*,  
VP/Secretary.

\*\*\*\*\*

## Treasurer's Report

Beginning Balance		<u>\$5,206.67</u>
Deposits:		
	Total Deposits:	60.00
Debits:		
	Ronald McDonald.....	20.00
	Total Debits:	(20.00)
Balance February 2006		<u>\$5,246.67</u>

Submitted by *Buster Hinkle*  
President/Treasurer

\*\*\*\*\*

## Safety Report

Post Meridian  
Another example of what not to do.

Last week I flew the Meridian - It was an eventful experience. The first flight when well BUT the second was something else. I was setting up the Meridian on my 9CAP - first flight was on the old 8UAP. Setting up a plane on a computer radio is a nuisance. So after monkeying with the plane, radio etc I was ready. Oops the throttle was reversed - glad we have those plane restraints !!! Still it was a little exciting and I'm getting a little frazzled.

Ok, now I take off. Oops forgot to set the trims from the old radio. No problem just retrim. A few passes and I'm Okay again. I have the gear up - setting up for a pattern pass. Oops dead stick up high above the trees on the North end of the field. No problem, I did change the fuel maybe that was it. I'm too high to land so I decide to do a circle to lose some altitude. Started the circle by turning away from the field. Got

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half of the circle done heading East. Oops no control. Darn that sounded like a tree !!!

Well, its time to put everything away and then look for the plane. While putting the transmitter into its case it fits very, very well. Didn't even have to put the antenna down. OOPS, did I ever put the antenna up???. Maybe, maybe not. Could be I automatically put it up and then automatically put it down after the crash. Yeah right - maybe the sun will rise in the West tomorrow.

So the morals to this story. Like many crashes there are usually about three things that contributed.

- 1) Getting frazzled - take a few minutes to settle down
- 2) Setting up a plane on a computer radio - remember to set the engine failsafe to bring the engine to IDLE not OFF (0%).
- 3) Please remember to put the antenna up - you have MUCH better range that way.
- 4) And last but not least, if possible fly with a buddy. A second pair of eyes can make a big difference.

See you at the field.

Submitted by *Paul Horan*  
Safety Officer



"I won't be coming into the office today.  
I'll be out in the field doing research."

## Tree Trimming/Cutting Project

Well at the time of writing this article the project had one final work day scheduled for Saturday March 18, however the weather reports were not looking too favorable at that time. In any event the project will be concluded for the time being. We managed to complete 90% of the tree trimming and cutting. We will be able to pick it up again next fall with 2 to 3 additional work days to finish the tree trimming and cutting phase of the project. I will be securing an extension of the permit to allow us to finish it next fall.

The next phase will follow completion of all the Tree Trimming and Cutting. At that time we will rent, pending club approval, a stump grinder to remove all the stumps that the project created. Then we will be able to grade out all the humps, ruts and holes throughout the club property.

Following that or in conjunction; a survey will be made as to which trees that are remaining that are greater than 2 inches tree trunk width need to be removed, bearing in mind, that any trees that are greater than 2 inches will have to be replanted. The replanting formula is fairly simple. For every 1 inch diameter width of tree trunk measured 6 inches from the ground that is removed; 2 inches of tree trunk will have to be replanted. So if we cut down five trees and the total tree trunk diameter width is 20 inches, we would have to plant 40 inches of tree trunk width, which may equate to ten 4 inch trunk width trees.

The bonus in this is that we can plant these trees where we see fit. Ideally it has been suggested that we plant these trees along the cable behind the covered pit area to provide shade in the future from the west sun. The planting of these trees will take place next fall/spring. As well as planting of trees, we will be responsible to plant wild grass/flower seed to replace all the trees that were less than 2 inches tree trunk width that we removed at a rate of ¼ lb for every 1 inch tree trunk width removed. That will amount to about 100lbs of seed, this amount is not yet finalized.

At this time I would like to thank any and every member that helped out on the project. You gave up your time unselfishly to help me, the project and your club out and I can't thank you enough. From those that came out once to those that came out several times and a few that came out on every work day; you have my sincere gratitude and heartfelt appreciation. You have my gratitude for the use of your vehicles and equipment on the project. We burned up your gas and dulled your chain saws, and some of our saws needed

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repairs following their use on the project. I know my chain saw needed repairing a couple of times not to mention the countless sharpening.

Again, thanks for the help, and remember we will finish the project next fall and spring; the good thing is that the worst is behind us, and the field, you will all agree, looks absolutely awesome.

*Doug Staines*  
Project Chairman

\*\*\*\*\*

## Windy Weather Flying

by Clay Ramskill

All too often, on an otherwise nice but windy day, folks just don't fly. Obviously, for a beginner, that's common sense—but for someone who has some experience, the wind can be a challenge that adds some spice to flying.

While it's easy to see that experience level has a lot to do with how much wind is too much, it may not be quite as apparent that the type of model you're flying also can have a great effect on your ability to handle winds.

Let's go through some airplane design features to see which ones give us the best flying characteristics to handle winds and the resulting turbulence.

**Size:** In general, the larger the airplane, the better it will handle winds of all kinds; large models don't "flop around" as much!

**Dihedral:** The more dihedral in a model's wings, the more they are going to be affected by crosswind gusts; it is hard to keep the wings level, therefore lineup to the runway is difficult in a crosswind situation.

**Wing Loading:** The higher the wing loading, the less an airplane will be affected when hit with a gust.

**Aspect Ratio:** Lower aspect ratio (stubby) wings will be less bothered by gusts; there is less leverage for side forces to upset the airplane, and lower aspect ratio wings have a greater tolerance to changes in angle of attack caused by gusts.

**Power:** Having the power to overcome the force of wind is necessary. The same thing goes when you get into a sticky situation.

**Lateral Control:** Ailerons are beneficial in a crosswind landing and takeoff phases. The ability to dip a wing into a crosswind without changing heading is essential, as is the ability to rudder the airplane parallel to the runway heading while keeping wings level with aileron while landing.

**Landing Gear:** Models with tricycle landing gear are easier to land and take off in a crosswind than tail draggers; in addition, the wider the spread on the main gear, the better.

**Maneuverability:** This one is a bit harder to quantify. You want a model with stability, yet you do need good maneuverability to cope with gusts. Therefore, you want a model that is stable, yet responsive.

**Wing Mounting:** Generally, a low-wing airplane will handle crosswinds better. This is because the center of gravity of the airplane is nearer, in a vertical sense, to the aerodynamic center of the wing. Therefore, a side gust does not roll the model as easily. Moreover, by mounting the main landing gear on that low-wing model, they can be spread wider.

It's unfortunate that almost every item above is in direct opposition to the characteristics found in many popular trainers. The main exception is the requirement for tricycle landing gear. But even with trainers, there are differences. Compare a Seniorita with the Kadet Mk2. While the Seniorita may be a bit slower and a bit easier to fly, the Kadet, with its ailerons, higher wing loading, lower aspect ratio, and lower dihedral, is a far better airplane when flying in windy conditions. Going a step further with the same kit manufacturer, the Cougar (.40)/Cobra (.60 size) kits embody all the right characteristics for windy flying.

In closing, I offer Confucius' only known saying about RC flying: "To learn to fly in wind, one must fly in wind!"

# It's raffle time! Please copy and cut out these tickets to sell.

<p style="text-align: right;"><b>DRAWING!</b></p> <p>Who: Temple Aero Modelers R/C Airplane Club</p> <p>What: Complete Ready-to-Fly Radio Control Airplane with free flying lessons</p> <p>Where: Central Texas Air Show Temple Airport</p> <p>When: Sunday, May 7<sup>th</sup>, 2006</p> <p>How: \$1 DONATION</p> <p>Need not be present to win</p> <p>NAME: _____</p> <p>ADDRESS: _____</p> <p>City, Zip: _____</p> <p>PHONE: ( _____ ) _____</p> <p style="text-align: left;"><b>DRAWING!</b></p>	<p style="text-align: right;"><b>DRAWING!</b></p> <p>Who: Temple Aero Modelers R/C Airplane Club</p> <p>What: Complete Ready-to-Fly Radio Control Airplane with free flying lessons</p> <p>Where: Central Texas Air Show Temple Airport</p> <p>When: Sunday, May 7<sup>th</sup>, 2006</p> <p>How: \$1 DONATION</p> <p>Need not be present to win</p> <p>NAME: _____</p> <p>ADDRESS: _____</p> <p>City, Zip: _____</p> <p>PHONE: ( _____ ) _____</p> <p style="text-align: left;"><b>DRAWING!</b></p>
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## District VIII Events

(This is not a complete list!)

- Apr 8 GSW Bi-Plane Fly-In, Ft. Worth, TX
- Apr 8 Just Plane Fun Fly-In, Bryan, TX
- April 15 Alvin RC Big Bird/Swap Meet, Alvin, TX
- Apr 21-23 Central Texas Jet Rally, Austin, TX
- Apr 22-23 Max & Todd Blose Pattern Contest, Temple, TX
- Apr 28-30 8<sup>th</sup> Annual Any Size War Bird, Austin, TX
- Apr 29 Donley Gilbreath Memorial Fun-Fly, Mount Pleasant, TX
- Apr 29-30 South East Texas IMAC Shootout, Huffman, TX

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

**Mall Show - Mar 25<sup>th</sup>-26<sup>th</sup>**  
**Club Meeting – Mar 27<sup>th</sup>**  
**First Beginners' Night – Apr 5<sup>th</sup>**  
**Blose Pattern Contest -**  
**Apr 22nd-23rd**  
**Spring Picnic/First Combat –**  
**Apr 30th**

**Don't forget to  
bring your  
donation items to  
the meeting for the  
Ronald McDonald  
House!!!**

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

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