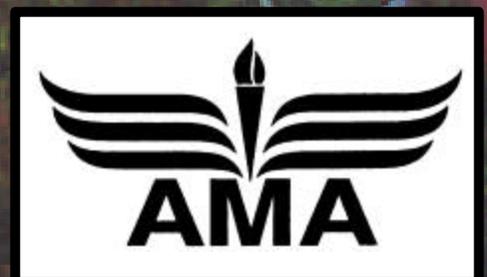
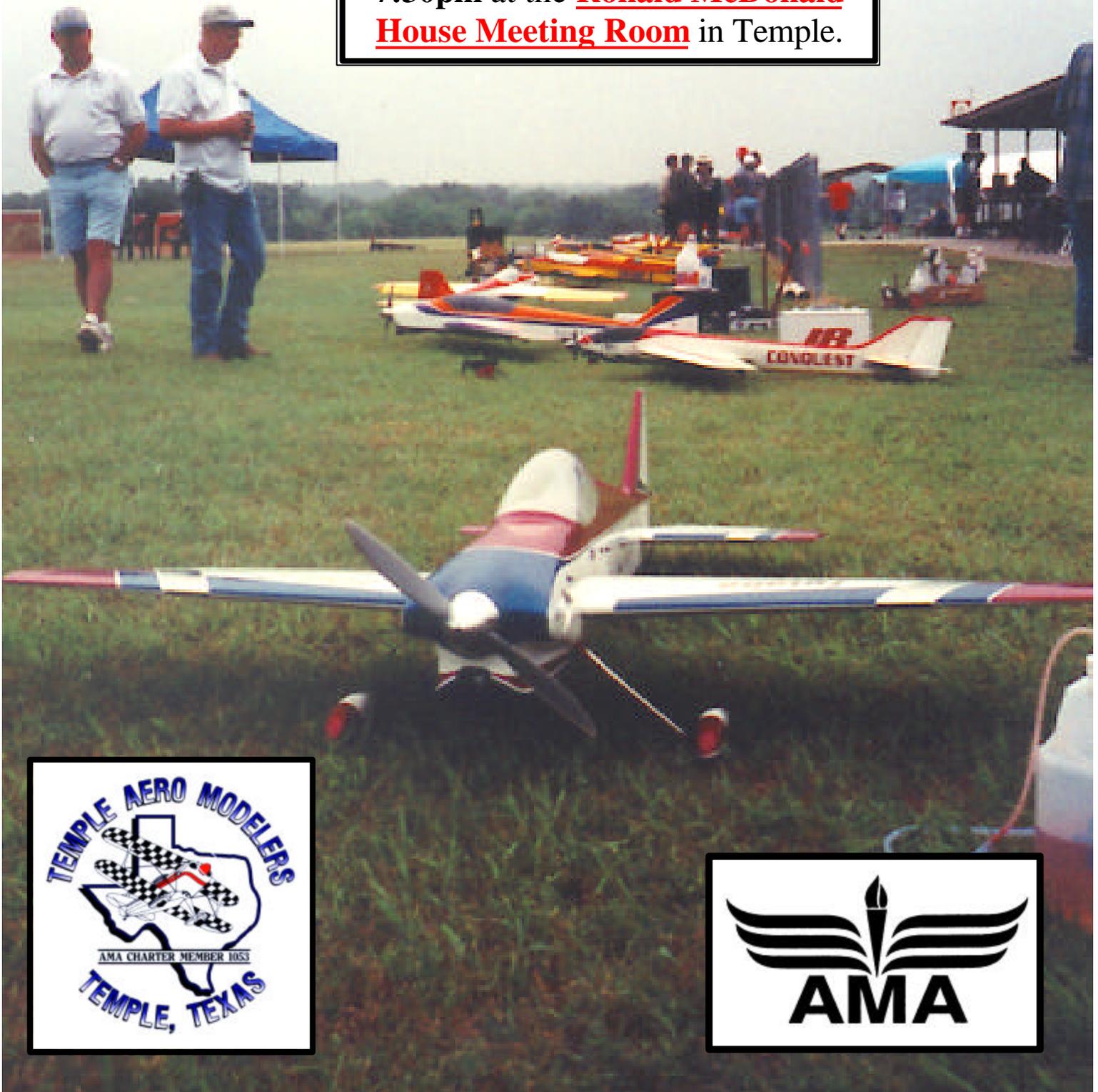


The Temple Aero Modeler

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

This month's meeting will be held
Monday, May 27th at
7:30pm at the **Ronald McDonald**
House Meeting Room in Temple.



*Sanctioned
Fun Fly
June 9th*

Club Info

*Combat
June 23rd*

2002 Officers

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

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)

- Jun 1-2 Jetero RC Pattern Classic, Jetero RC Club, Huffman, TX
- Jun 1-2 Annual Any Size Warbird Event, Bomber Field, Monaville, TX
- Jun 8 Saltgrass Pylon Races, Brazoria County Modelers, Oyster Creek, TX
- Jun 8 2nd Annual Big Bird Fly-In, Greater Southwest RC Club, Ft. Worth, TX
- Jun 8 Alvin Spring Big Bird, Alvin RC Modelers, Alvin, TX
- Jun 15 20th Annual Big Bird Fly-In, HOTMAC, Waco, TX
- Jun 19 Helmer's Old Fart's 4-Stroke Fly-In, Ft. Worth Thunderbirds, Benbrook, TX
- Jun 22-23 South East Texas Pattern Championships, Mid County RC Club, Nederland, TX
- June 29-30 Chopper Madness IV, Abilene R/C Society, Abilene, TX

Temple Event Schedule

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

ON THE COVER

Steve Meyer and Bill Hamby admire the planes at the Pattern Contest while waiting for the low "ceiling" to clear out.

Photograph by Mark Cullison

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>

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President's Report

by *Frank Sodek*

It's been a really tough month for all club members. On Sunday, May 12th our club Treasurer, Dennis Torline, passed away after a short bout with lung cancer. Dennis was on his 15th consecutive year as club Treasurer, a record of dedication and servitude to the club that will probably never be broken. Dennis is survived by his wife Bernadine, four daughters and eight granddaughters. Please keep them in your prayers, and an occasional call or visit to Bernadine would be an appropriate act of kindness. I've volunteered use of club members to assist her if she identifies a need for help. Dennis was a very fine man who had a great bunch of entertaining stories and experiences within him that we all enjoyed listening to. He'll be sorely missed at the flying field.

Most of you also know that B.W. Ponder was called away during the first day of our Pattern Contest because his father was deathly ill. B.W.'s father passed away a few days after B.W. arrived in New Mexico. On behalf of all Club members I would like to pass our condolences to B.W. and Kathy on their loss. The club purchased a container-grown pecan tree for B.W. and Kathy so that it could be planted in his father's honor.

On a much brighter note, the club once again managed to pull off another terrific pattern contest. Our club hosted 36 pilots from all over the state and Oklahoma, and the event started on Saturday (after a bit of delay caused by a low ceiling) to some of the nicest weather we've ever had at a contest. It was cool and winds were light. Sunday was warmer and a lot windier, more like our typical conditions for prior competitions. Along with B.W. and Bobby Zikes (co-contest directors) I would like to thank everyone who helped out at the contest.

Our next club event will be the sanctioned Fun Fly on Sunday, June 9th. Buster always has a great set of challenges awaiting us, and it makes for great fun. Bring your plane out and have some fun with us!

See you at the flying field,
Frank Sodek
fsodek@aol.com

Treasurer's Report

The March and April information was reported together in the last newsletter.



In Memory of

Dennis Torline

June 24, 1931 – May 12, 2002

Secretary's Notes

The April meeting of the Temple Aero Modelers club was called to order by club President Frank Sodek Jr., at 7:29 pm at the Ronald McDonald House meeting room in Temple.

Don Mondrik the Secretary / Vice President read the minutes from the March meeting and a motion to accept the minutes as read was made by Buster Hinkle and seconded by Ken Schulz. No changes or addendums were necessary. Don didn't forget anything this time.

Dennis Torline contacted me earlier during the day to hand off the Treasurer's Report, as Dennis would be unable to make the meeting. Don Mondrik read the Treasurer's Report and Fred Huber made a motion to accept the Treasurer's Report and was seconded by, no not Buster, by B. W. Ponder! Either B. W. beat Buster putting his hand up or we just ignored Buster.

Old Business:

- a. **Field Maintenance** John Rovetto and John Redwine have teamed up to become the John and John Show. They have been mowing and just keeping up with the field, with help from Travis Berry, Bill Hamby and

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Steve Myers but John and John took it upon themselves to paint the outhouse! Thanks guys, our outhouse hasn't looked that good since the day it was opened for use. They even put new seats in there! Frank informed us that John Cast mentioned to him that a long lost member, James McCormick would be willing to use his tractor to mow the field if we would pay for his AMA dues, there were no objections and Frank said he would talk to James. B.W. Ponder has become the official MSMA man and will spray sometime after the upcoming Pattern Contest. The BBQ pit is not for sale but Steve Sanders has offered to let the club use his pit whenever we need to, thanks Steve.

- b. **Beginner's Night Training** Since we began our sign up sheet three weeks ago we have logged 45 training flights! We are off to another busy summer. For those who may not know, we began a sign up sheet for the student pilots, that way everyone gets a turn flying.
- c. **West Ward Elementary School** Lynn Kostell, the Talented and Gifted Facilitator from West Ward Elementary School in Killeen contacted Don Mondrik and Frank Sodek about teaching a class about model airplanes. One thing led to another and Lynn came out on a Wednesday to visit and plan a field trip for the students. We had the field day on Thursday, April 18th so it would not interfere with our Beginner's Night and it turned out great. The 5 of the 6 kids came out and learned about model airplanes, got to fly on the buddy box and eat hot dogs for lunch. It was windy but I don't think they even noticed. We flew a demonstration round of combat and luckily we all came through unscathed. Lynn came back the next week to drop off some pictures and get another training flight in. We will plan on doing this again next year. Thanks to everyone that helped out with the field day, the kids had a great time and enjoyed the magazines.
- d. **Spring Picnic** What a great day for a picnic. We had lots of good food and excellent weather for flying. The first round of Combat was exciting but the second round was costly. Frank Sodek and Don Mondrik had the only mid-air and both planes were knocked out of competition, literally.
- e. **Mall Show** Frank Sodek reminded everyone that he missed part of the Mall Show March 23rd and 24th at the Colonial Mall, Temple. Frank intended to have

awards for the People's Choice Contest but just hasn't gotten them together yet.

New Business:

- a. **Pattern Contest** B. W. Ponder, one of our resident Pattern flying CDs, has been busy making plans for the upcoming annual Pattern Contest slated for May 4th and 5th. B. W. had sent an e-mail asking for help with different things for the contest and passed around a sign up sheet for those that could work over the weekend.
- b. **Killeen Poker Fly** The Killeen club will be holding a Poker Fly on May 12th, Mother's Day. Most in attendance indicated they would like to go but would not be able to have an enjoyable Mother's Day if they went!
- c. **Spring Fun Fly** Buster Hinkle talked briefly about the Spring Fun Fly to be held on June 9th. Buster let us know that he had it under control and he would let everyone know more at the next meeting.
- d. **Combat Rule Change** Don Mondrik made a motion to amend the Combat League Rules and Mark Cullison seconded the motion. The vote was unanimous. Basically Rule No. 9 will be reworded to read that the helper/spotter must be an AMA member.
- e. **AMA Dues Increase** Frank Sodek read an e-mail posted to the District VIII news group by Dr. Sandy Frank, our AMA Vice-President, that a dues increase was being considered to help pay for our insurance.
- f. **Cub Scouts** Don Mondrik asked members present if they would be willing to help with a Cub Scout afternoon. We settled on Tuesday, May 21st. Don will get more details before the event. We will need trainer airplanes and instructors and club members to help cook hotdogs.
- g. **Shirts** We had had an increased interest in getting more shirts made. Contact Don Mondrik if you would like a club tee shirt with the size and quantity. We will get extras of each size to try to keep some on hand for new members.
- h. **Recycling Sign** Frank Sodek Sr. asked for a big sign to remind everyone to recycle his or her aluminum cans in the recycling barrel. Mark Cullison volunteered the CoroPlast sign material and B. W. Ponder volunteered to cut the vinyl letters.

Comments & Announcements:

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- The Waco club will be hold a Warbird Fly-In on May 4th & 5th, the same weekend as our Pattern Contest.
- The Georgetown Airshow will be held May 3rd – 5th, also in conflict with our Pattern Contest.
- There will be a float fly in Weatherford. (Sorry that was all the information I had written down.)
- The club in Corsicana will be having a Big Bird Fly-In. (Once again I didn't get the details, sorry.)

Blunder Awards:

- James McKee was flying with B. W. Ponder and they got too low around the trees. The plane suffered severe damage.
- Frank Sodek experienced two dead stick endings with Nicholas Mondrik's Trainer Forty. The second dead stick flight hit a tree after Frank turned the wrong way approaching the field, the wing was damaged.
- Frank Sodek Jr. and Charles Presnall attempted to fly with the ailerons reversed.
- Fred Huber was helping Charles Presnall when the take off dove straight in
- Paul Milton was helping Travis Berry fly and Paul let Travis try a 45-degree landing.
- Mark Cullison got the T-5 Gremlin in a flat spin and spun it in all the way to the ground.
- John Redwine crashed his Longhorn.
- Mark Cullison arrived at the field with a truckload of airplanes but no transmitter.

Frank Sodek won the Blunder Award.

Sadly this was the last Treasurer's Report prepared by Dennis Torline. Dennis called me the day of the meeting and asked if I could stop by to pick up a few checks and the report, he said he just couldn't make it to the meeting. Dennis passed away on May 12th. Dennis was the only Treasurer I've ever known in the club. I helped Denny with the Big Birds, a few years ago and was unprepared when he told me that I was going to CD the next Big Bird. He told me I needed to get the application and start reading, if I had trouble he'd help, he was going to make sure I took over. I learned a lot from Denny and enjoyed listening to his stories at the field when flying was slow. I like to think I'm a better person for having known Dennis Torline.

Submitted by *Don Mondrik*
V.P./Secretary
czechtek@aol.com



Pattern Contest Winners

Photo by Frank Sodek, Jr.

Safety Report

In light of the extraordinary events of this month, I've decided to use this report space this month to reflect on a friendship I will truly miss and on a post-pattern contest report. Thanks for your indulgence and understanding.

There's a big void in our club now. How do you replace someone like Dennis Torline? Dennis was one of those guys we good-naturedly referred to as the "dirty dozen"- those guys that are always there to do the work, never turning down running for a club office, and nearly always at the field. Dennis always agreed to be club treasurer "one more year." Dennis was club treasurer for at least 15 years.

I can't think of any better way to describe who and how Dennis was than by giving this personal testimonial of sorts. In 1996, I had been away from radio-control airplanes for about eight years, after suffering total burnout from intense pattern flying for about 15 years. I was heading home after visiting Paul Milton one Sunday afternoon, so maybe airplanes were on my mind. Anyway, on an impulse, I drove out to Temple Aero Modelers' field to see what was going on. The only familiar face I saw was Dennis Torline. He greeted me like a long lost friend in his usual jolly manner. I stayed a while to watch the activity, and when Dennis was flying his Perfection, he yelled at me to come out there. The next thing I knew, he had shoved his transmitter in my hands and said, "Here, fly this thing!" I told him it probably wasn't a good idea, because I hadn't flown in years. He said, "Oh, you never forget how!" He was right. I was hooked again. I drove straight to the hobby shop, bought a Midwest Super Hots, and started

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building. Seven years later, I'm still flying, and I'll never quit again. Thanks, Dennis.

14th Annual Pattern Contest

Our thoughts and prayers go out to B.W. and Kathy Ponder in the passing of B.W.'s father in New Mexico. B.W. learned of his father's terminal illness just a few days before our scheduled pattern contest. It soon became apparent that B.W. would need to go to New Mexico to be with his family there, but he stayed at the field all afternoon Friday to greet arriving pattern flyers and to get things organized for Saturday. He got the contest up and running on Saturday morning before having to catch a flight to New Mexico. Kathy stayed behind and ran the scoring program all weekend, and for that we are very grateful. In B.W.'s absence, I took over as C.D. and did the best I could. (Yes, my AMA card still says, "Contest Director.") I did make a couple of bad CD decisions that turned out to make scoring difficult for Kathy, and for that I am sorry. With 36 contestants and a late start on Saturday morning due to low clouds, we still were able to get in five rounds. The weather turned out to be excellent on Saturday, with windy conditions on Sunday. We had no crashes this year, but had one airplane get stuck in a tree. Fred Huber came to the rescue and got it down.

I want to thank the entire Temple Aero Modelers' club for your continued hard work and dedication in making this contest a success. I never cease to be amazed at the highly motivated and hard-working group that is Temple Aero Modelers, and I'm honored to be a part of it.

Bobby Zikes
 Safety Officer
 bzpostal@hotmail.com



Ron Barr from The Woodlands prepares to fly another FAI Pattern round.

Photo by Richard Musick

!!Congratulations!!

Here's some good news regarding a club member: on Sunday, May 11th Frank Sodek, Sr. and Phyllis Pearson were married at Heights Baptist Church in Temple. Phyllis has attended several club events recently, so most of you should know her. Phyllis had been living in Waco, but most of her family is in Iowa. Congratulations to the two newlyweds from all of the club members!

So You Soloed—Now What?

Achieving the level of flying ability to go it alone and fly your RC model without the assistance of an instructor is a great feeling. You have learned a lot, made some mistakes, and put in the effort and time to master the basics of a fairly difficult sport. You have earned your wings. Where do you go from here?

Most pilots want to keep improving their skills. They want to step up to bigger, faster, more maneuverable airplanes. Buried in the depth of our minds are visions of performing flawless aerobatics like a TOC competitor, the only limits of our performance being that of the aircraft. Most of us know that isn't going to happen. We just don't have the time or the natural ability, but we still want to become better, and to keep improving. How best then, to proceed?

One good way is to take the PET approach—Practice, Education, and Training. This is what most pilots do, even though they may not consciously give it much thought or planning. They continue to practice the basics with their trainer—improving landings, handling windy conditions, and striving for a more graceful, smoother flight. They learn from other pilots, ask questions, and read magazine articles to better understand flying. All well and good. Further training, however, seems to take a backseat. It is not too often that pilots with newly-earned wings are seen at the flight line with an instructor beside them, with or without a buddy cord. More likely, the new pilot relishes the opportunity to show his peers that he is competent and can manage quite well on his own. Nothing wrong with that. It builds confidence, but it may also slow the progress the new pilot desires. In the worst case, it may even allow some bad habits to develop that result in unexpected crunch testing. It may be impeding the learning process and preventing the growth of knowledge and skills.

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Full-scale private pilots are required to take check rides with instructors every two years. These rides provide an opportunity for the pilot to see how well his abilities are being maintained, where improvement is needed, and what bad habits may be forming. Most pilots don't wait two years for this required event to take advantage of an instructor's experience and knowledge. They take frequent flights with instructors to learn and to sharpen their skills. There is no reason it should be different with Radio Control (RC) models. Instructors are there to help, even after a pilot solos. Although there is no formal program in the club to advance to higher levels, there is no reason to not take advantage of what a more experienced pilot has to offer. There is nothing wrong with being back on a buddy-box if you need help in learning to fly new maneuvers, or with better handling crosswind landings. Don't be afraid to ask for help, but this type of training session would be better if scheduled other than on Tuesday Training Days.

Usually the new pilot is chomping at the bit to build a new airplane and get it in the air. It's a higher performance airplane than the old trainer. This is another place where the instructor or experienced pilot's help can be invaluable. You may think you are ready to step up to a new airplane, and this is good. But it is wise to get an unbiased opinion of whether you are actually ready, or if you may need to bolster your abilities in certain areas. There is nothing worse than taking a new airplane up on its first flight and find you can't handle it. Sweaty palms and weak knees are quick to show, panic sets in, and the result is predictable. This is not what you had planned.

The best approach with a new airplane is to hook up with an instructor or other experienced pilot. Let him look it over for airworthiness. Let him take it up on the maiden flight. He can then offer whatever advice may be necessary to correct any problems, and make adjustments that will fit your capabilities. This may mean resetting control surface travel or balance to provide better stability, and easier handling.

Hook up on a buddy-box when you first take over. Now you have some back-up, and the pucker factor remains in check. You also have an opportunity to get an expert opinion about how the airplane performs or why you may be having difficulty with some aspect of its flight. It also allows you to let an experienced pilot demonstrate the airplane's capabilities and shortcomings, if any. This provides an opportunity to learn the best ways to fly this particular aircraft, and avoid learning the "hard" way.

Unfortunately, there is usually some point in the path to becoming a better pilot at which overconfidence grabs us. It just seems to be a natural thing for most of us. Some pilots are able to avoid it, but most will, at one time or another, fall prey to the feeling that they are better than they really are. The result is predictable. Most of us have experienced it.

Confidence is good. It is a necessary part of flying. It is part of the foundation from which we improve. But it should be confidence based upon knowledge, not hope. This is where the PET approach comes in. Practice the basics of flight until they are solidly-formed into habit. Even straight and level flight—the most basic of all—needs continued practice.

Too simple, you say? Most maneuvers begin from straight and level flight. If not precise at the start, a maneuver can end up looking like something completely unplanned.

Add to your skills gradually, and practice each small part until you are confident of the outcome. As you attempt new things, ask others and listen. Read everything you can find. If you don't understand, keep asking. On a regular basis, hook up with an instructor to get feedback on how you are progressing. Let him demonstrate new things with your airplane, and give advice to help you improve your skills.

Not all pilots want to be top notch aerobatic masters. Many are content to just build good looking, good flying airplanes, and spend some time at the field enjoying some relaxed easy flying along with the usual hangar talk and socializing. That's as it should be. Just use some PET along the way to make sure the "relaxed easy flying" part is truly that, and you are enjoying this great sport in the manner you desire.

from Aero-Shaft
Aero RC Club of Flint
John Hice, editor
Flint MI

FACTS ABOUT FUEL No. 5 - Storing Fuel for Maximum Shelf Life

(The following is the fifth 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.)

During the Q&A part of countless "Dog & Pony Shows" at hobby clubs all over the U.S., one of the frequently asked questions is, "What's the shelf life of fuel?" The answer is both simple and easy: Properly stored, model engine fuel will last almost indefinitely. So....what constitutes "properly stored"? Let's take a look.

Contrary to many things you might have read or heard, just about the only thing that adversely affects model fuel is the absorption of moisture from the air. Keep the air away from it, and your fuel will likely be potent longer than you are! Methanol - the major ingredient in model fuel - is hygroscopic. This means it's virtually 100% soluble in water, and absorbs moisture from the air like a vacuum cleaner sucking up dirt.

Most modelers have no idea how rapidly this can - and does - happen, and tend to be rather skeptical about the idea. Let me paint a picture for you: Almost everyone has spilled a little fuel on the top of their fuel can in their flight box. If so, you've no doubt noticed that the shallow film of raw fuel takes on a cloudy, milky look. What you are seeing is the methanol sucking moisture right out of the air. Since the quantity of fuel is thin with a lot of surface area, the absorption is rapid, the water won't mix with the oil and the fuel turns cloudy. Just remember how quickly this happens.....almost immediately.....and it might give you an idea of just how quickly your fuel can be ruined if you leave the cap off, allow a vent tube to remain open, etc.

The wide surface area relative to the quantity of the fuel exposed is disproportionate, of course, to leaving the cap off the fuel jug, but I think you get the idea. In a humid condition such as exists in parts of the U.S., it doesn't take very long at all to adversely affect your fuel. And it doesn't take a large opening....a cross-threaded cap, a small vent line, etc. is all that's needed to do the damage.

The solution is simple, of course....just keep it tightly sealed. And yet, sometimes that's not enough. Most of us have seen small droplets condensed inside our fuel jugs after it's become partially empty. This is the result of condensation of moisture as the air trapped inside the jug cools. Until about a year ago, there was little we could do about this, but there is now a method to take care of this problem. Since it's not the purpose of this column to commercially promote our own products, those interested are invited to contact the writer at the e-mail address above, and we'll be happy to tell you about the product that will solve the problem.

For the reasons above, it's our opinion that it is rarely a good idea to buy model fuel in 55 gallon drums. Unless all the fuel is poured up the first time the drum is opened, a substantial volume of air is trapped inside the drum each time it's opened. Steel containers of any kind warm and cool much more readily and rapidly than plastic, and condensation is much more evident in this type container. The result is that the last portion of the drum of fuel is quite likely to be contaminated with moisture, sometimes to the point of being unusable.

There is another downside to buying fuel in drums, especially if more than one person is using it. With no control over the type container the fuel is dispensed into....perhaps not bearing sufficient or proper warnings, etc., the liability is incredibly high if an accident of any sort should occur. Model clubs considering this type of fuel purchase for their members should be particularly aware of the potential liability....which is huge!

While it's true that the UV in sunlight (or in fluorescent lights, for that matter) will cause pure nitromethane to deteriorate over time, it's our experience that once the nitro is in solution and substantially diluted, the deteriorative effect is relatively minor.

To test this, some years ago we put a gallon of 10% fuel out in direct sunlight (in sunny Southern California) for a month. At the end of that time, we tested that fuel in an engine vs. fresh product and could see no difference. While it certainly won't hurt anything to store fuel away from direct sunlight, etc., it's our personal opinion that the adverse effect of sunlight on fuel under normal operating conditions is too little to worry about.

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

Sanctioned Fun Fly
June 9th
Combat June 23rd

Name
Address
Citystatezip

"The Temple Aero Modeler Newsletter"

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