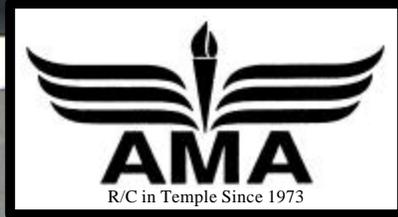


The Temple Aero Modeler

The Official Newsletter of the Temple Aero Modelers Radio Controlled Aircraft Club.
May 2004



This month's meeting will be held
Monday, May 31st at 7:30pm at the
Ronald McDonald House Meeting
Room in Temple.

*Combat -
Jun 6th*

CLUB INFO

*Sanctioned
Fun Fly -
Jun 13th*

2004 Officers

President: Jeff Pitts
780-2245
Vice Pres/Sec. Ken Schulz
773-3866
Treasurer: Buster Hinkle
982-4746
Safety Officer: Frank Sodek, Sr.
642-3526
Field Marshals: John Redwine
773-2742
John Rovetto
939-5659

Temple Event Schedule

Jun 6	Combat
Jun 13	Sanctioned Fun Fly
Jul 11	Combat
Aug 1	Combat
Aug 29	Combat
Sep 12	Combat
Sep 26	Fall Picnic/Combat
Oct 3	Fall Fun Fly
Oct 17	Poker Fly
Oct 27	Last Beginners' Night
Dec 5	Ronald McDonald/ Toys for Tots Fly-In
Dec 13	Christmas Banquet/ Officer Elections

Instructors

Frank Sodek, Jr.		773-8081
Mark Cullison		773-9686
Steve Meyer		939-6394
Paul Horan		780-1274
B.W. Ponder		778-6182

On The Cover

Our very own Iraqi War hero, Dean Higginbotham, recently came back home and is enjoying flying with us again. He is pictured standing in front of his favorite WWII warplane, the P-51D Mustang, at the Central Texas Air Show. The Temple Aero Modelers participated in the air show by manning a booth to promote our club and sport, and by flying several aerobatic routines and a round of combat.

Photo by Mark Cullison

District VIII Events

(This is not a complete list)

Jun 4-6	DFW Jet Rodeo, Denton, TX
Jun 5	COLLECTO and Swap Meet, Hurst, TX
Jun 5-6	War Bird @ Bomber Field, Monaville, TX
Jun 5-6	Jetero Pattern Classic, Huffman, TX
Jun 5-6	Abilene R/C Society IMAC Shootout 2004, Abilene, TX
Jun 11-13	HOTMAC Big Bird Fly-In, Waco, TX
Jun 12-13	Fun Fly, Big Spring, TX
Jun 16	Helmer's Old Farts 4-Stroke Fly-In, Ft. Worth, TX
Jun 19	Dallas R.C. Big Bird, Seagoville, TX
Jun 26	Class C Big Bird, Killeen, TX
Jun 26-27	South Texas Pattern Championships, Nederland, 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 *Jeff Pitts*

Temple Aero Modelers,

What a thrill it was to fly combat during the Central Texas Air Show! Club members Mark Cullison, Steve Meyer, Frank Sodek, Jr., BW Ponder, Ken Schulz, and Bobby Zikes -- plus special guest Todd Blose -- put on a spectacular show. Doug Staines did an excellent job announcing, and David Dussetschleger, Dean Higginbotham, Buster Hinkle and Steve Sanders did a great job launching, spotting and serving as ground crew.

Not only was this the first time I flew a plane in front of thousands of people, but, because I landed a good distance away from the designated landing area (with Mark's full streamer wrapped over my wing), I also had the unique experience of walking through a field of explosives to retrieve my combat plane on Sunday. It was definitely a day I'll never forget.

Ed Boyle of Temple was pretty excited himself when he learned he was the winner of our raffle. Club members sold \$955 worth of raffle tickets at the Mall Show and the Air Show. In addition, David Dussetschleger sold more than \$200 worth of raffle tickets on his own. With a profit of more than \$855, we have a good amount of funds to put toward field improvement this year.

Thanks to everyone who's been working on field improvement and maintenance. We've got new striping on the runway and taxiway, new wind socks, new containers for cigarette butts, and sand placed in some of the low-lying areas. The edge of the runway has been sprayed for overgrowth, and preparations are underway to spray for grass burrs.

This past weekend offered a great opportunity to see some excellent flying and beautiful planes at our field. Pattern flyers came from hundreds of miles away to compete in our contest. Our club members did a great job hosting our guests and running the event smoothly. Sure makes me want to get out there and work on my Reverse Cuban Eights.

See you at the field,
Jeff Pitts
780-2245
jeffpittscarpet@earthlink.net

Treasurer's Report

Beginning Balance	<u>\$5,213.14</u>
Total Deposits:	432.00
Debits	
Ronald McDonald – rent.....	20.00
John Rovetto (compost).....	270.21
John Rovetto (tie wraps, trash bags)...	29.38
AMA Pilot Program.....	25.00
Mark Cullison (stamps).....	37.00
Total Debits:	(381.59)
Balance April 2004	<u>\$5,263.55</u>

Submitted by *Buster Hinkle*
Club Treasurer

Meeting Minutes

Date: Monday, April 26, 2004

Meeting called to order at 7:33pm by J.Pitts.

Jeff Pitts made a statement welcoming back home Dean Higginbotham a member of our club who is currently Active Duty with the Army and was deployed to Iraq.

New Members acknowledged and welcomed into the club they were Jessie Measles, Brad Yaeger and Larry Squires; none were present.

Minutes from the March 29th meeting were read by M.Cullison; accepted by F.Sodek and carried.

Treasurers Report presented by B. Hinkle; accepted by F. Huber and 2nd by BW Ponder

Old Business

Property: J.Pitts thanked everyone for respecting Mr. Brown's property and encouraged every one to continue with this respectable effort

Spring Picnic: Attendance of about 50 people, members, guests and family; great day enjoyed by all, fair weather, lots of flying and lots of good food; appreciation giving to Field Maintenance team for getting the field ready for the picnic.

Clean Up Day: Still needed prior to Pattern Match;

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date set for Saturday May 8 with an early start of 7:00am suggested.

Signage: Jeff Pitts presented a proposal to have signs made by an outside source and to authorize expenditure; motion accepted by F.Sodek JR and 2nd by Paul Horan; carried.

Wind Socks: Acknowledgement given to F.Sodek Jr. for providing the Wind Socks.

Tree Trimming: J.Pitts encouraged discussion and presented a proposal to form a committee whose mandate would be to gather information to submit to Corps of Engineers; Jeff outlined potential members of such a committee.

Safety Report: Proposal made that maiden flight of any new aircraft is made as a solo flight and the pilot to have field/airspace by his/her self. No formal motion made; stated that it will be an understanding with all members as in the past.

Helicopters: Discussion aired in regards to the flying of Helis; suggestion for redefining rules; existing rules will satisfactorily address the issues; Mark Cullison to author an article in the Club's Monthly Newsletter

Beginners Night: Going well; it was stated that we need to give courtesy to new pilots and to let new pilots flight times take priority over other experienced pilots; The Beginners AMA Liability was initiated by the club

Temple Airshow: Frank Sodek JR gave summary; tentative schedule and suggested set up to take place early Saturday morning May 1.

Waco Pattern: report given indicated that 37 pilots were in attendance; following club members competing and their placement in their respective classes as follows: Paul Horan 2nd Place; Bobby Zikes 1st Place; Fred Huber 5th Place and BW Ponder 4th Place.

Temple Pattern: BW Ponder presented outline and summary: Moffat BBQ to cater food; Frank Sodek JR to provide beverages; BW to finalize volunteer jobs/time slots.

New Business

Jackets: \$55.00 each to include Name monogrammed on front; contact Jeff Pitts for details and/or order placement.

Trip Reports: Dean Higginbotham gave report of his deployment and experience in Iraq; acknowledgement and thanks given to Dean for his duty served in Iraq and for his safe return.

Blunder Awards: Fred Huber made a rough landing with his Heli, main roter blade tore into boom; Jeff Pitts (crash)landed his aircraft in the Parking lot and Bob

Higginbottom torpedoed/ missed his delta wing into the ground; Jeff Pitts with a frequency conflict; Mark Cullison flew an aircraft with the glow plug starter still attached to the glow plug.

Jeff Pitts wins with the frequency conflict by a landslide.

Meeting Raffle: Steve Meyers donated his used Magic Fun Flyer; raffled off to members; Fred Huber won with \$31.00 raised for the club.

Meeting adjourned at 8:55pm.

Submitted by *Doug Staines*
Acting Secretary

2004 Central Texas Airshow

by *Frank Sodek, Jr.*

What a crazy weekend of weather that we had for this year's Central Texas Airshow! Excessive rain right before the event had the airport grounds totally saturated with water, and an incredibly strong cold front came blasting in on Saturday, the first day of the show. Those of us who were out there flying and working the club booth just couldn't get warm on Saturday. Sunday turned out to be totally opposite, a picture-perfect day. The spectator turnout for the show was poor on Saturday because of the weather, but participation on Sunday was very good.

This year our club completely handled both the static display and the RC flying demonstration (last year we shared the duties with the Georgetown club). I was a bit nervous about handling the flying portion for the first time, but with loads of help from a group of highly trained professionals (Todd Blose plus seven TAM club members), we pulled it off most successfully. Todd started the show by flying an outstanding aerobatics demo with his big Extra. B.W. flew his helicopter, then Todd and Ken Schulz had a neat biplane demo using two Ultimates. We finished with a combat demo, four planes each day (Mark Cullison, Steve Meyer, Jeff Pitts and I on Saturday; Bobby Zikes replaced Steve on Sunday). Mark came to the rescue on Saturday with vinyl streamers that held together in the wet weather. The perfect conditions on Sunday allowed us to use our normal crepe paper streamers. The combat action was really wild on Sunday – three cuts were made and a lot of near midairs really entertained the crowd.

We showed off a few planes and handed out info about our club to interested spectators. Our booth gave us front row

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seats again for viewing all of the warbirds taxiing out for their part of the show. We sold almost \$600 in raffle tickets for the RTF trainer which was given away at the end of the show on Sunday. The lucky winner was Ed Boyle from Temple, who is a teacher at Holy Trinity Catholic High School and is coach of the school's rocketry team. Believe or not, the combined ticket sales from the Mall Show, Airshow and by individuals (thanks to David D.) totalled over \$1,150, which gave the club a net profit of \$850 this year for the raffle!

I really appreciate the great support from all of the club members who helped run our booth during this show, and for the pilots and ground crew that assisted with the flying demonstration. Several other club members also volunteered to help with operating the airshow, so our club was very well represented at this year's Airshow. After a wet and cold start, the weekend overall turned out to be very successful for the club and most enjoyable for those who participated.

Regards,
Frank

District VIII Safety Coordinator report

By Don Nix

I wanted to share the information I gleaned from reading a recent batch of accident reports. In the time period I reviewed, there were 22 accident reports, of which 14 involved injuries to one or more people, and 8 were solely property damage.

INJURY ACCIDENTS

Of the 14 injury accidents, 12 - yes TWELVE - occurred while the model was on the ground, during or just after starting the engine, before takeoff. Here's a very brief synopsis:

1. Fingers in prop while reaching for transmitter after starting engine - stitches in 2 fingers.
2. Adjusting needle - lacerations of thumb and two fingers, required surgery to repair bone and tendons.
3. Stitches required on finger from contact with prop after starting engine.
4. Started engine, throttle surged, plane got away, cut arm. Needed medical attention.
5. Prop hit finger while removing glow plug starter battery.
6. Cut finger while adjusting needle, which had homemade extension. (And apparently didn't work too well.)
7. Started engine, reached around prop, engine went to full throttle. Two severed tendons and 32 stitches.

8. Plane swung around while running on ground. Cut thumb and 3 fingers, required treatment for 7 months.
9. Cut finger in prop while adjusting needle - 10 stitches.
10. Lost control on landing, model veered into pilot, cut arm, required stitches.
11. Started engine, owner said radio "cord" (assume neck strap?) caught a part of the model, causing it to swerve into owner. 10 inch wound in leg. Taken to hospital in ambulance, remained there 3 days. Off work 3 weeks.
12. Lost control on landing, hit two other flyers (who had been warned "landing" and who had acknowledged). One minor injury, the other was knocked down and broke arm and pelvis.
13. Running up engine after starting; model "turned into owner," cut arm, extensive damage to muscles and tendons, requiring treatment over period of 3 months.
14. Started engine, then got finger in prop. Cut finger and fractured bone.

PROPERTY DAMAGE ACCIDENTS

1. Another flyer turned on same frequency, although the flyer already in the air had the pin. Damaged auto.
2. Engine died on takeoff; model veered into van; damaged.
3. Glider snagged with tow line, hit car; damage.
4. Model believed to have encountered interference; damaged car.
5. Helicopter flew away, believed to have been caused by intentional interference by neighbor in area on ham frequency. (Which prompts repeating an oft-stated caution: It doesn't matter HOW GOOD YOU ARE, if someone turns on another transmitter on your frequency. You ARE going to crash!)
6. Model collided with car, no reason given; damage.
7. Started model, "went to full throttle," hit and damaged truck.
8. "Lost control" - hit/damaged vehicle.

Of the 12 injuries sustained on the ground, almost all of them would have seemed to be rather easily preventable by simply doing what we all KNOW to do, but which most of us have neglected at one time or another: Never start a model without a helper holding it. Do all needle adjusting from BEHIND the prop.

Admittedly, there usually isn't much we can do about interference and/or mechanical electrical failures, except to be meticulous about keeping our equipment in good condition, keeping batteries charged properly, etc. Novice flyers should always have an experienced modeler check out their equipment, for sure before a first flight.

In-flight incidents/accidents can be minimized by keeping a healthy distance from the flight line for everything except

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takeoffs and landings. I fail to see any good reason to make Mach 2 high speed passes right under the other pilots' noses. Show off all you want, but keep it AWAY from the flight line and pits.

You might really enjoy showing what a hotshot pilot you are by executing consecutive inverted outside whifferdills 4 feet from the flight line, but it might be offset by the embarrassment of having to apologize to a person you've injured if someone happens to turn on their transmitter on your frequency.

However, we CAN minimize or even eliminate almost all those starting-up incidents accidents by just taking a few seconds more, not rushing the process, and using our heads. Most of us spend more time bragging and telling lies to our fellow modelers than we do flying anyway, so taking just an extra minute or so to be extra careful is hardly a burden.

Remember....in addition to avoiding injuries and damage accidents, the hobby you save may be your own.

I'll always be happy to hear from anyone any time I can help, and input is ALWAYS appreciated.

Don Nix
District 8 Safety Coordinator
210-213-1685

Masking painted areas

Ever had paint run under masking tape, giving your model a jagged edge? Me too. Then, I discovered a method of masking off those lines. First, use good quality masking tape. Go to the paint department of a home improvement store and look for high grade painters masking tape. This is a plastic backed tape with excellent edges that produce a very sharp color demarcation line.

Next, clean the area to be painted with rubbing alcohol to remove any finger prints, fuel residue, banana pudding, etc., that may be stuck on your model. Mask off the area to be painted. Make sure the edges of the tape are stuck firmly. Then, spray the area with the same color you have hidden with the masking tape. The paint seals the edges to prevent paint from creeping under them. In the unlikely event that paint does seep under the edge, it will be the same color as the masked area and virtually invisible.

When that has dried, continue painting with the desired color of the stripe or panel you have chosen. When dry, remove the tape by pulling it back against itself to lessen the

chance of damaging the finish. Clean any tape residue off with alcohol and you're finished.

from the Whitehaven Radio Control Club
via WIRCS Touch & Go
Whidbey Island Radio Control Society
Mike Mosbrooker, editor
Oak Harbor WA

Protecting hinges

from Gene Davis

Petroleum jelly often has been used on pinned hinges to prevent epoxy glue from sticking to the hinge joint; however, it is difficult to get just the right amount on the hinge and to make sure the hinge is completely coated. A very cool way is to melt the petroleum jelly in a small dish such as a dessert dish (an oven safe type, of course). Use only enough to melt to a depth of about 1/6 of an inch. Fold the hinge and dip the pinned end into the melted jelly. Remove and touch the hinge to a paper towel to remove excess. In a couple seconds, the petroleum jelly cools and has penetrated the hinge. You now have a completely coated hinge joint that epoxy will not stick to.

Weight lifter

from Bruce Burns

An excellent way to add ballast to the front of your model is to straighten the tab of your old tire weights, then bolt them to the underside of your engine mount. This puts the weight well forward, where it's needed and where it can be clipped away with shears to adjust the balance point of the model. Do not bolt ballast to the cowls. More often than not, the little cowl mounting screws will be torn out by the vibration. Your friendly tire man will probably give you some old weights.

Club Jackets

Those interested can purchase Temple Aero Modeler jackets with your name on it for \$55/each from Sid Sayetta at West Lake Monograms, 101 Randy, Waco, TX 76712. Phone number is 254-848-4274. E-mail is westmono@aol.com.

EMERGENCY SAFETY ALERT

Lithium Battery Fires

Lithium batteries are becoming very popular for powering the control and power systems in our models. This is true because of their very high energy density (amp-hrs/wt. ratio) compared to NiCads or other batteries. With high energy comes increased risk in their use. The, principal, risk is FIRE which can result from improper charging, crash damage, or shorting the batteries. All vendors of these batteries warn their customers of this danger and recommend extreme caution in their use. In spite of this **many** fires have occurred as a result of the use of Lithium Polymer batteries, resulting in loss of models, automobiles, and other property. Homes and garages and workshops have also burned. A lithium battery fire is **very hot** (several thousand degrees) and is an excellent initiator for ancillary (resulting) fires. Fire occurs due to contact between Lithium and oxygen in the air. **It does not need any other source of ignition, or fuel to start**, and burns almost explosively.

These batteries must be used in a manner that precludes ancillary fire. The following is recommended:

1. **Store, and charge, in a fireproof container**; never in your model.
2. Charge in a protected area devoid of combustibles. Always stand watch over the charging process. **Never leave the charging process unattended.**
3. In the event of damage from crashes, etc, carefully remove to a safe place for at least a half hour to observe. Physically damaged cells could erupt into flame, and, after sufficient time to ensure safety, should be discarded in accordance with the instructions which came with the batteries. **Never attempt to charge a cell with physical damage**, regardless of how slight.
4. Always use chargers designed for the **specific** purpose, preferably having a fixed setting for your particular pack. Many fires occur in using selectable/adjustable chargers improperly set. Never attempt to charge Lithium cells with a charger which is not, specifically, designed for charging Lithium cells. **Never use chargers designed for Nickel Cadmium batteries.**
5. Use charging systems that monitor and control the charge state of each cell in the pack. Unbalanced cells can lead to disaster if it permits overcharge of a single cell in the pack. If the batteries show **any sign of swelling**, discontinue charging, and **remove them to a safe place outside** as they could erupt into flames.
6. Most important: **NEVER PLUG IN A BATTERY AND LEAVE IT TO CHARGE UNATTENDED OVERNIGHT.** Serious fires have resulted from this practice.
7. Do not attempt to make your own battery packs from individual cells.

These batteries CANNOT be handled and charged casually such as has been the practice for years with other types of batteries. The consequence of this practice can be very serious resulting in major property damage and/ or personal harm

Safety Committee
Academy of Model Aeronautics
5161 E Memorial Drive
Muncie, IN 47302

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 clothes pin. Attach your current national membership card under clothes pin. 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.

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Waco, Texas 76710

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Ed Boyle of Temple, won the radio controlled airplane raffled off Sunday at the Central Texas Airshow. Boyle is a teacher at Holy Trinity Catholic High School and is the coach of the school's rocketry team. Hope to see you at the field, Ed!

Photo by Jeff Pitts

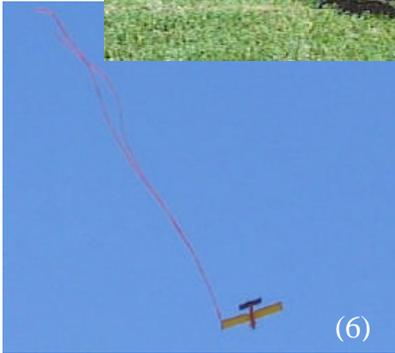
Air Show Photos



(1)



(2)



(6)



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(3)



(5)



(4)

- 1) B.W. Ponder with his Helicopter with several thousand spectators in the background. Photo by Ken Schulz
- 2) Doug Staines did an outstanding job announcing for our part of the airshow. Photo by Shari Pitts
- 3) Todd Blose (shown here with his large Ultimate) and Ken Schulz flew an awesome aerobatic routine with their Ultimate bipes. Photo by David Dusssetschleger
- 4) The combat guys getting ready to fly a demo with the crowd in the background. Photo by Ken Schulz
- 5) Todd Blose starting his large Extra with B.W. Ponder and Dean Higginbotham assisting. Photo by Ken Schulz
- 6) Jeff Pitts' combat plane trailing Mark Cullison's ribbon from his wingtip. One of three confirmed cuts during the demo. Photo by Shari Pitts
- 7) The Temple Aero Modeler booth drew a good crowd during the airshow. Photo by Shari Pitts

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

**Combat - Jun 6th
Sanctioned Fun Fly -
Jun 13th**

"The Temple Aero Modeler Newsletter"

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