

# The Temple Aero Modeler

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



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



*Fall Fun Fly -  
Oct 5<sup>th</sup>  
Combat -  
Oct 12<sup>th</sup> & 26<sup>th</sup>*

# CLUB INFO

*Fall Picnic/  
Combat -  
Sep 28<sup>th</sup>  
Last Beginners'  
Night - Oct 22<sup>nd</sup>*

## 2003 Officers

|                 |                                 |
|-----------------|---------------------------------|
| President:      | Steve Meyer<br>939-6394         |
| Vice Pres/Sec.  | Ken Schulz<br>773-3866          |
| Treasurer:      | Buster Hinkle<br>982-4746       |
| Safety Officer: | Bobby Zikes<br>773-3773         |
| Field Marshal:  | Rick & Travis Berry<br>939-3296 |

## Temple Event Schedule

|        |   |
|--------|---|
| 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/<br>Officer Elections |

**\* Notice of time change ... combat will begin at 3:00pm on Oct 12<sup>th</sup>, 1:00pm on Oct 26<sup>th</sup> and Nov 9<sup>th</sup>.**

## 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

Frank Sodek, Jr. congratulates David and Zachary Skrabanek upon earning their solo certificates this past month. They have already graduated up from their old trainer to the Four Star 60 shown.

Photo by Rick Berry

## District VIII Events

(This is not a complete list)

|           |  |
|-----------|--|
| Oct 3-4   | Southwest Aeromodeling Conference.<br>Arlington Convention Center, Arlington, TX |
| Oct 3-5   | Art Watson/Dave Thomasson Memorial<br>Big Bird, Crosby, TX                       |
| Oct 4-5   | DEAF 2003 Electric Fly-In, Seagoville, TX  |
| Oct 10-12 | BCMA Fall Big Bird Fly-In, Oyster Creek, TX                                      |
| Oct 10-12 | ARCA Fall Heli Fun Fly, Austin, TX   |
| Oct 11    | Bayou City Night Fly-In, Houston, TX   |
| Oct 18    | Fall Fly-In, Livingston, TX  |
| Oct 18-19 | Great Pumpkin Fly-In, Henderson, TX  |
| Oct 25    | 7 <sup>th</sup> Annual NDRCC All Scale Fly-In,<br>Denton, TX                     |
| Oct 25-26 | Chuck Cunningham Big Bird's Over<br>Benbrook Fly-In. Benbrook, 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>

# The Temple Aero Modeler

## President's Report

by *Steve Meyer*

Greetings,

For those who have not yet noticed, we have an aluminum extension ladder hanging (and secured) from the side of our mower building. It is designed to reach into those hard to reach treetops. (hopefully it will never be used) Thanks Jeff Pitts for your efforts.

Are you tired of going slow, or are you tired of not spending enough money in our hobby? Well.... do I have a solution for you. JETS, or how about turbine power? UGH! UGH! For those that missed the jet rally in Waco, I have one word. "WOW" You can go fast and spend a lot of money, all in one package. My hats off to the Waco bunch for sponsoring this event. My oldest son Travis and I attended this event on Saturday, and as we were leaving, He commented that his favorite plane was not a jet, but the Ultimate Bipe, flown by Todd Blöse. (another "WOW")

Bruce Tretheway with Cub Pack 118 stopped by my office last week, and presented our club with a very nice "Appreciation Plaque" signed by each of his troop members. I will bring it to our September meeting.

Our scheduled Poker Fly on Sunday the 14th was cancelled due to weather. However I understand Frank Sodek, Jr. showed up, cut the grass and got four flights in, and is demanding his four cards. Well Frank, that's between you and Don M.

We will hold our Fall Picnic on Sunday the 28<sup>th</sup> beginning at 1PM. I hope everyone can attend. Please bring your family and a dish of your choice. Drinks, paper plates, and eating utensils will be provided. I look forward to these times of fellowship and hope to see everyone there. Afterwards, Mark Cullison will lead us into a few rounds of combat.

We have been having great turnouts on our Wednesday evening training sessions. If you are needing flight instruction, or know someone who shows an interest, Come on out and enjoy the fun. Remember, the days are getting shorter, and our last beginners' night will be October 22nd.

Congratulations David and Zach Skrabanek for your solo accomplishment. These two guys have been "Regulars" at the field all summer.

Safe Flying,  
Steve Meyer  
oscar54\_2000@yahoo.com

## Safety Report

It's been a pleasure to witness some of our new members master the basic flying skills and move away from trainers to more advanced airplanes. I've given my opinion on a good second airplane to a couple of club members who have asked my advice.

There's one more bit of advice I'd like to offer to anyone in the process of moving up to a more maneuverable and/or larger airplane. Consider upgrading your servos. The fact of the matter is, unless you invested a lot of money in a top-of-the-line radio, the servos that came with your system are of the basic variety, i.e., not very strong. Of all the choices available to you when upgrading servos; size, weight, transit time, torque, gear type, ball-bearing or coreless motors, I think that torque is the most important consideration. The average basic grade servo will probably produce about 35 torque oz. A modest upgrade to something like a Futaba 9202 servos will get you 55 torque oz.

Having stronger servos in your system will be especially important if you're planning on a larger airplane, and even more important still, if your new large airplane has a large rudder. I've already stripped the gears on the rudder servos of my 1/4 scale Giles and have recently installed a new servo that cranks out 132 torque oz.

Submitted by *Bobby Zikes*  
Safety Officer  
bzpostal@hotmail.com

\*\*\*\*\*

## Treasurer's Report

|                             |                   |
|-----------------------------|-------------------|
| Beginning Balance           | <u>\$5,029.26</u> |
| Total Deposits:             | 40.00             |
| Debits                      |                   |
| Ronald McDonald – rent..... | 20.00             |
| Temple Daily Telegram.....  | 117.00            |
| Total Debits:               | (137.00)          |
| Balance August 2003         | <u>\$4,932.26</u> |

Submitted by *Buster Hinkle*  
Club Treasurer

# The Temple Aero Modeler

4

## Meeting Minutes

Steve Meyer called the meeting to order at 7:30pm on August 25, 2003. The meeting was held at the Ronald McDonald House in Temple.

Ken Schulz summarized the Minutes from the July meeting. The minutes were accepted by John Redwine and seconded by Buster Hinkle.

Buster Hinkle presented the Treasurer's report. The Treasurer's report was accepted by Don Mondrik and seconded by James McKee.

## Old Business

### **East Property Line**

Steve Sander will be getting with Mr. Brown to determine what the club needs to do during hunting season when crossing the property line.

### **Combat**

Mark Cullison gave a report of the standings. 1<sup>st</sup> Mark Cullison with 14 points, 2<sup>nd</sup> Steve Meyer and Bobby Zikes with 13 points, 3<sup>rd</sup> Frank Sodek, Jr. with 8 points, 4<sup>th</sup> Don Mondrik with 6 points.

### **Wednesday New Pilot Training**

There have been 211 training flights on Wednesday training sessions to date.

### **Runway Sealing**

The runway looks great after seal coating. The runway needs to be striped. Buster will get with B.W. to work out the details. Buster Hinkle gave us a little history about the runway.

- The first 150 feet was laid in November 1980.
- Seal coated in September 1986.
- In April 1988 an additional 150 feet was added.
- Seal coated in 1991.
- Resurfaced in April 1996.
- Seal coated in October 1999.
- Seal coated in July 2003.

### **Grass Burs / Field Maintenance**

Steve Meyer checked with the county coop and we can use their sprayer if we purchase the MSMA from them.

### **Outhouse**

Steve Sanders knows the person who pumps out the outhouse at Cedar Ridge Park. Steve needs the volume of the tank to get a bid on having them pumped out. Buster Hinkle made a motion to have the outhouse pumped if the cost is \$250 or less. Mark Cullison seconded the motion. The motion passed. Steve Sanders will get the bid.

### **Donations to the Club**

John Redwine and John Rovetto both donated Futaba buddy boxes during the month of July.

### **Cub-Scout Pack 118**

Pack 118 was at the field on August 7<sup>th</sup> for flight training. We all had a great time and thanks for the help.

### **Lawnmower**

It was stated that the lawnmower should survive the remainder of this cutting season.

### **Club Photo Album**

The photo album turned up at the last meeting. I believe Frank Sodek Jr. had them.

## New Business

### **Poker Fly-In**

Don Mondrik stated that he needed volunteers to help with the radio impound and flight. The event will be held on September 14 from 1pm to 5pm.

### **Club Fall Picnic**

The Fall Picnic will be held on September 28. The potluck luncheon will begin at 1pm. Frank Sodek Jr. will be bringing cold drinks.

### **AMA District 8 VP elections**

Steve Meyer passed around a flyer from Dr. Sandy Frank requesting your votes for the District 8 VP.

### **Flight Simulators**

Frank Sodek Jr. started a discussion about the club purchasing 2 G2 flight simulators at approximately \$129 dollars apiece.

### **Ladder**

Jeff Pitts will look into getting a longer ladder, the longest that will fit in the mower shed.

### **Model Aviation**

James McKee made a motion that we continue the subscription to Model Aviation for the Temple Public Library, Temple High School, and Belton High libraries. John Redwine seconded the motion. The motion passed.

## Blunder Awards

1. Mark Cullison stuck a plane in a tree. The right wing was crushed getting the plane out of the tree.
2. Frank Sodek Jr. was demonstrating to John Piekert that too much elevator will cause a plane to snap during a loop. The wing left the plane during the loop.
3. Steve Meyer crashed his new combat plane, by trying to save weight and not use too much glue on the tail feathers. The tail feathers departed from the plane.

# The Temple Aero Modeler

5

Steve is your Blunder Award winner!!!!

## Show and Tell

Frank Sodek Jr. had two items for show and tell.

- The first was an article from a Taiwan newspaper about a guy jumping out of a plane and gliding across the English Channel.
- The second was a presentation about the first ever-transatlantic flight. The details can be found on the web at <http://modelaircraft.org/templates/ama> or <http://tam.plannet21.com>

The meeting was adjourned at 8:47pm.

Submitted by *Ken Schulz*  
Vice President/Secretary

\*\*\*\*\*

## TWO-CYCLE ENGINE FIELD EMERGENCY—DIRT IN CARBURETOR

Every now and then, when you can't get an engine to run right, the culprit is dirt in the carburetor. The engine was running fine last time out, and you haven't changed the engine settings. Now it quits at full power and won't idle. What's wrong?

If you haven't been to the field in six months, make sure you're using fresh fuel! Fuel that's been sitting around for months, especially if it's left in the fuel tank, could be your problem. If it's not the fuel, put in a new glow plug. Check the clunk hung up in the fuel tank for clogged fuel lines. If your aircraft comes to a sudden stop, the fuel tank clunk can slide forward, getting stuck in that position.

Having eliminated these possibilities, you may have a fuel draw problem caused by dirt in the carburetor, most likely at the narrowest part where fuel is drawn through the needle valve. If backing out the needle valve doesn't allow the engine to run rich like it should, it's time to flush the carburetor.

At home, you can disassemble the carburetor for complete cleaning. At the field, a quick fix is to back flush the carburetor with fuel. This doesn't require carburetor removal and can be done in just a few minutes.

Cleaning the carburetor

1) Check to see where the main needle valve is set. Then remove it and set it aside. Remove the fuel inlet tubing. Adapt these procedures to engines with remote needle valves.  
2) Connect the fuel tubing from your fuel pump to the fuel inlet nipple. Pump fuel. It's a bit messy but only takes a second or so. Almost invariably, the culprit is a particle of dirt lodged at the point where the tip of the needle valve throttles engine fuel. The back flush blows that particle out.

3) You've probably got excess fuel in the engine. To avoid hydraulic lock damage to your engine, remove the glow plug and washer and blow the excess fuel out of the engine with your electric starter.

4) Replace the glow plug, washer, needle valve, and reconnect the fuel tank line. Adjust the needle valve to its previous setting.

5) Check your engine and fly.

Avoid getting dirt in the carburetor. In three words—use fuel filters! Somehow, dirt, or minute solid particles get into our fuel. In order to keep these particles out of my engines, I started using multiple fuel filters. Use one at the bottom of the fuel bottle or can. You'll soon find that once in a while, this first filter gets a bit clogged. Back flush it, and you start drawing fuel again. Use another fuel filter between the fuel pump and the aircraft fuel tank. Finally, always use a fuel filter between the aircraft fuel tank and the engine. When fueling the aircraft, disconnect the fuel line at the tank side of the engine fuel filter. This system works and eliminates the old problem of having to periodically back flush the engine to get rid of dirt. When flushing fuel filters, make sure you flush them both ways before inserting them back into the fuel lines.

from The Beacon  
Miramar Radio Control Flyers  
Dick Doucet, editor  
San Diego CA

## Notice of time change

**Combat will begin at 1:00pm  
on Oct 26<sup>th</sup> and Nov 9<sup>th</sup>.**

# COMBAT ACTION



Getting ready for battle!



Steve Sanders (above) and Rick Berry (below) display two different combat launch techniques.



Frank Sodek, Jr. shows off his new VTOL combat plane! (actually, the engine position was the result of a mid-air collision.)



MAX BLOSE

(8254) 662-5587



P.O. BOX 22054 • WACO, TEXAS 76702



Complete line of RC Equipment  
and Accessories...

WACO HOBBY STOP  
504-B Lake Air Drive  
Waco, Texas 76710

Max A. Blose

Phone (254) 776-4991 • Fax (254) 776-6070



**October 3-4, 2003**  
**Convention Center Arlington TX**

*Seminars, Auction, Swap Meet,*

*Static Display, Trade Show*

*and the Largest Indoor Flying Event in the Southwest*

Contact: Dr. Sandy Frank, AMA District VIII Vice President  
105 North Brazos St., Weatherford TX 76086-3207  
Ph./Fax (817) 599-7131 [sfrank69@airmail.net](mailto:sfrank69@airmail.net)  
[www.AMA-Dist-8.org](http://www.AMA-Dist-8.org)

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

**Fall Picnic/Combat - Sep 28<sup>th</sup>**  
**Fall Fun Fly - Oct 5<sup>th</sup>**  
**Combat - Oct 12<sup>th</sup> & 26<sup>th</sup>**  
**Last Beginners' Night - Oct 22<sup>nd</sup>**

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

Is published monthly by the Temple Aero Modelers, Inc., a nonprofit organization. We reserve the right to edit all copy forwarded to us. Permission is hereby given to reprint any article in its entirety, as long as proper credit is given. Please submit all material to:

Mark Cullison  
218 Tanglewood Road  
Temple, Tx 76502  
(254) 773-9686  
E-Mail: [mcullison@swmail.sw.org](mailto:mcullison@swmail.sw.org)

All material submitted for publication will become the property of the Temple Aero Modelers, Inc., and will not be returned unless directed to do so at the time of submission. The Editors of the newsletter and the Temple Aero Modelers, Inc. will not be held liable and/or responsible for any columns written in this publication.