

The Temple Aero Modeler

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

February 2012



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



*Club Meeting –
Feb 27th*

CLUB INFO

*First Beginners’
Night – Apr 4th*

*Spring Picnic/
First Combat –
Apr 29th*

2012 Officers

President:	Frank Sodek 773-8081
Vice Pres/Sec.	Roger Miller 774-7297
Treasurer:	Buster Hinkle 982-4746
Safety Officer:	Paul Horan 780-1274
Field Marshal:	Fred Huber 698-4777

Temple Event Schedule

Feb 27	Club Meeting	7:30pm
Mar 26	Club Meeting	7:30pm
Apr 4	First Beginners’ Night	5:30pm
Apr 29	Spring Picnic/First Combat	1pm
Apr 30	Club Meeting	7:30pm
May 4-6	Central Texas Airshow	
May 20	Combat	2pm
May 21	Club Meeting	7:30pm
	(one week early due to holiday)	
Jun 2	Scale Fly-In	10am
Jun 10	Sanctioned Fun Fly	11am
Jun 24	Combat	2pm
Jun 25	Club Meeting	7:30pm
Jul 8	Combat	2pm
Jul 22	Combat	2pm
Jul 30	Club Meeting	7:30pm
Aug 5	Combat	2pm
Aug 19	Combat	2pm
Aug 27	Club Meeting	7:30pm
Sep 16	Combat	2pm
Sep 24	Club Meeting	7:30pm
Sep 30	Fall Picnic/Last Combat	1pm
Oct 7	Fall Fun Fly	1pm
Oct 21	Poker Fly	10am
Oct 24	Last Beginners’ Night	5:30pm
Oct 29	Club Meeting	7:30pm
Nov 26	Club Meeting	7:30pm
Dec 2	Don Cullison Memorial Christmas Toy Drive/Fly-In	1pm
Dec 10	Christmas Banquet/ Officer Elections	6:30pm

Instructors

Frank Sodek, Jr.	773-8081
Mark Cullison	773-9686
Paul Horan	780-1274
Doug Staines	780-3512
Lance Starzyk	760-8678
Fred Huber	698-4777



On The Cover

Larry Macie cooking up a batch of
oh-so wonderful Taco Soup!

Photo by Frank Sodek, Jr.

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

On the web at: www.templeaeromodelers.org
Web Master: Mark Cullison
mcullison1@aol.com

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President's Report

by *Frank Sodek*



Greetings, I hope everyone is enjoying the recent rains and relatively mild winter weather. Could we possibly get lucky this year and actually have normal rainfall and temperatures, unlike last year? I sure hope so.

We had our first club event for this year on Sunday, February 12: the Taco Soup Fly-in. Mother Nature didn't totally cooperate for this event – it was a bit cool and overcast at first, and then it started sleeting and even snowing later in the afternoon. Those that attended were treated to great-tasting bowls of hot soup created by Master Chef Larry Macie, and I brought a pot of hot apple cider. The soup and hot cider were much appreciated tummy warmers. Even though the flying conditions weren't the best, there were still several flights made. I even made a buddy box flight with a visitor (Brad) that Mark Grygar brought with him to the event. Thanks to all the members that attended the event!

Since we're not having a Mall Show this year, the next month is event free, so it gives everyone more time to continue working on all those new projects you have in the workshop. I'm looking forward to seeing them fly later this spring, when flying weather improves!

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

Paul's Korn'r

A grenade thrown into a kitchen in France would result in linoleum blown apart.

Safety Officer's Report

By *Paul Horan*



It is time to check over your planes before the flying season begins.

Check the control linkages and surfaces. Look for hinges that are weak or loose and check for free movement of the linkage and control surface. Inspect the control horn's attachment to the surface, make sure it is firmly attached and that the hole where the clevis attaches is not worn creating a loose connection to the clevis. Inspect the clevis, make sure the pin is in good shape and not worn, having a clevis pin break in flight can ruin your whole day. Check the servos for mounting and smooth operation and make sure the control rod / servo arm connection is structurally sound and not worn.

Check the engine, mount, fuel tank and lines. Consider replacing the fuel lines for the new season. Check the engine mount and firewall for a solid structural connection. Make sure your prop is in good shape. Consider changing the glow plug. Check your fuel to make sure it is still good.

Go over the entire plane looking for loose covering or structural problems.

A word of caution if you fly 2.4 gigahertz and 72 megahertz - when flying on 72 make sure you put up your antenna and put your AMA card in the frequency you are using.

Fly Safe and have fun.

Treasurer's Report



Beginning Balance: \$5,751.90

Deposits:
 Dues..... \$800.00

Total Deposits: \$800.00

Expenses:
 Ronald McDonald House \$20.00
 Western Hills Church..... \$100.00

Total Expenses: \$120.00

Balance January, 2012: \$6,431.90

Submitted by *Buster Hinkle*
 Club Treasurer

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Texas Model Aeronautics Foundation Runway Update

Thanks to the Temple Aero Modelers and all the members that donated to Texas Model Aeronautics Foundation for the paving of the runway. It was very kind of the club and the members. The Temple Aero Modelers have always been a model club as well as a club of vision with all the events that are open to the members, combat, fun-fly's, training, and all the other events that you do to help the community, the membership, and the promotion of model aviation. We are in the process of paving 26 feet wide by 300 feet long. Please pass on to the club and members my great appreciation for your help. Thank you.

For Texas Model Aeronautics Foundation

Max Blose

Meeting Minutes

Monday, January 30, 2012

Called to order by President Frank Sodek, Jr. at 7:31pm

New Members/Visitors None.

Minutes from the meeting held in November were unavailable.

Treasurer's Report was read by Buster Hinkle, Treasurer; motion to accept Treasurer's Report was made by Fred Huber and 2nd by Doug Staines.

Safety Report Our new Safety Officer, Paul Horan, tasked everyone to be careful with knives while building (prompted by recent personal events.) Paul also mentioned that he intends to create a committee to review our rules (Safety and Frequency) and make recommendations to the membership. (Committee members were named: Paul Horan, Larry Macie, Fred Huber, Ed Weems, Frank Sodek, Jr. and Mark Harris) Paul asked to have the rules (club and AMA) printed in the next newsletter, as well as a direct link to the AMA rules on our website.

Field Marshal Report The riding mower is still not working. It was determined that the issue was not the battery. Ed thinks it may have something to do with the drive belt not being installed correctly. Ed Weems worked on the door of the

container. It is now easier to operate. Thanks Ed!

Announcements:

FAA - Doug Staines (our AMA AVP) brought us up to date on the FAA/AMA issues. He asked us to be prepared for another email/letter writing campaign if the AMA deems it necessary.

Paul Milton – Had neck surgery, and then had heart surgery. Is currently doing ok and was spotted at flying field this past Sunday.

Runway Donation – Doug Staines informed us that Max Blose's club in Valley Mills, the "Texas Model Aeronautics Foundation", is working towards getting a paved runway. They are trying to raise money to match a donation by the city. Frank Sodek, Jr. made a motion for the club to donate \$100. Don Mondrik seconded. After additional discussion, the amount was increased to \$250. The motion was approved. Doug will be taking the check, and any other funds donated, to Max the next day. More than \$550 total was donated toward their cause from the club and individual members.

Old Business

Don Cullison Memorial Toy Fly-In – Mark Cullison reported a respectable number of toys were donated considering the poor weather we had for the event (more that 30!) All were donated to the Temple Ronald McDonald House.

Christmas Banquet/Officer Elections – Good food and fellowship! Officers were elected, combat trophies were handed out, and Buster's Chinese gift exchange was enjoyed by those attending.

New Business

Calendar of Events - The calendar committee met earlier this month and laid out the events for the coming year. The Mall Show was not scheduled due to lack of participation (from both club members and spectators.) A new event was scheduled... All Scale Fly-In. This event is purely for fun. It is a sanctioned event with no entry fee. Fred Huber will be the CD. Another minor change... Beginners' Night will start the first Wednesday of April, and end on Oct 24th (the last Wednesday of October is Halloween.)

Fly-In-The-Taco Soup – Larry will once again supply the soup, Frank volunteered to bring the liquid refreshment. Event is February 12th at Noon.

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Club Charter kit from AMA – Frank needs officer info to complete the forms.

Meeting Room Donation – Current donation amount we pay to the Ronald McDonald House for the use of the meeting room is \$20 each meeting. Buster Hinkle made a motion to increase the donation to \$25. Paul Horan Seconded. Motion passed.

Fence Extension – Larry Macie made a motion to extend the chain link fence to the North, with a 2nd by Fred Huber. Budget = \$200. Motion was approved.

Trip Reports

Georgetown Swap Meet - was ok, about like last year. Good deals on 72 MHz stuff and 4-stroke engines.

ARCA 3D Fly-In - was well attended.

Blunder Awards

- 1) Paul Horan (our new Safety Officer) cut his hand while working on an airplane.
- 2) Mark Harris had a servo lock up which caused his plane to nose dive into the ground. Much damage.

Paul Horan was declared this month's winner of the Blunder Award by a landslide. Paul forgot to take the trophy home when he left the meeting.

Meeting adjourned at 8:16pm

Minutes recorded by *Mark Cullison/Acting Secretary*
Submitted by *Mark Cullison/Acting Secretary*

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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 " - #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.

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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 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

a. Helicopters will abide by all fixed wing rules.

b. If a helicopter is flying by itself and another plane is ready to take off or land, the helicopter must accommodate the other plane (move out of the way).

c. No extended hovering directly in front of you over the runway if any other plane is flying.

d. Hovering may be done, while others are flying, at the South end of the field out of the traffic pattern and out of the way of other aircraft.

e. If hovering at the South end of the field transition to forward flight is only allowed if the southern most pilot box is empty and the runway is clear. If not, stop the rotor and move to a vacant pilot box and takeoff from the runway.

f. Starting and adjustments are to be made on the helicopter table which is located beyond the red AMA line and away from other the pit area of other fliers.

g. Prior to starting: the pilot must insure the idle up switches are off and one hand must be on the blades while starting.

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.

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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.

NOTE - Users of 2.4 radios are not exempt. Pilots using 2.4 radios are required to clip their membership card on the board in the appropriate location.

Academy of Model Aeronautics National Model Aircraft Safety Code

Effective January 1, 2011

- A. GENERAL:** A model aircraft is a non-human-carrying aircraft capable of sustained flight in the atmosphere. It may not exceed limitations of this code and is intended exclusively for sport, recreation and/or competition. All model flights must be conducted in accordance with this safety code and any additional rules specific to the flying site.
- Model aircraft will not be flown:
 - In a careless or reckless manner.
 - At a location where model aircraft activities are prohibited.
 - Model aircraft pilots will:
 - Yield the right of way to all man carrying aircraft.
 - See and avoid all aircraft and a spotter must be used when appropriate. (AMA Document #540-D-See and Avoid Guidance.)
 - Not fly higher than approximately 400 feet above ground level within three (3) miles of an airport, without notifying the airport operator.
 - Not interfere with operations and traffic patterns at any airport, heliport or seaplane base except where there is a mixed use agreement.
 - Not exceed a takeoff weight, including fuel, of 55 pounds unless in compliance with the AMA Large Model Aircraft program. (AMA Document 520-A)
 - Ensure the aircraft is identified with the name and address or AMA number of the owner on the inside or affixed to the outside of the model aircraft. (This does not apply to model aircraft flown indoors).
 - Not operate aircraft with metal-blade propellers or with gaseous boosts except for helicopters operated under the provisions of AMA Document #555.
 - Not operate model aircraft while under the influence of alcohol or while using any drug which could adversely affect the pilot's ability to safely control the model.
 - Not operate model aircraft carrying pyrotechnic devices which explode or burn, or any device which propels a projectile or drops any object that creates a hazard to persons or property.
Exceptions:
 - Free Flight fuses or devices that burn producing smoke and are securely attached to the model aircraft during flight.
 - Rocket motors (using solid propellant) up to a G-series size may be used provided they remain attached to the model during flight. Model rockets may be flown in accordance with the National Model Rocketry Safety Code but may not be launched from model aircraft.
 - Officially designated AMA Air Show Teams (AST) are authorized to use devices and practices as defined within the Team AMA Program Document (AMA Document #718).
 - Not operate a turbine-powered aircraft, unless in compliance with the AMA turbine regulations. (AMA Document #510-A).
 - Model aircraft will not be flown in AMA sanctioned events, air shows or model demonstrations unless:
 - The aircraft, control system and pilot skills have successfully demonstrated all maneuvers intended or anticipated prior to the specific event.
 - An inexperienced pilot is assisted by an experienced pilot.
 - When and where required by rule, helmets must be properly worn and fastened. They must be OSHA, DOT, ANSI, SNELL or NOCSAE approved or comply with comparable standards.
- B. RADIO CONTROL (RC)**
- All pilots shall avoid flying directly over unprotected people, vessels, vehicles or structures and shall avoid endangerment of life and property of others.
 - A successful radio equipment ground-range check in accordance with manufacturer's recommendations will be completed before the first flight of a new or repaired model aircraft.
 - At all flying sites a safety line(s) must be established in front of which all flying takes place (AMA Document #706-Recommended Field Layout):
 - Only personnel associated with flying the model aircraft are allowed at or in front of the safety line.
 - At air shows or demonstrations, a straight safety line must be established.
 - An area away from the safety line must be maintained for spectators.
 - Intentional flying behind the safety line is prohibited.
 - RC model aircraft must use the radio-control frequencies currently allowed by the Federal Communications Commission (FCC). Only individuals properly licensed by the FCC are authorized to operate equipment on Amateur Band frequencies.
 - RC model aircraft will not operate within three (3) miles of any pre-existing flying site without a frequency-management agreement (AMA Documents #922-Testing for RF Interference; #923- Frequency Management Agreement)
 - With the exception of events flown under official AMA Competition Regulations, excluding takeoff and landing, no powered model may be flown outdoors closer than 25 feet to any individual, except for the pilot and the pilot's helper(s) located at the flight line.
 - Under no circumstances may a pilot or other person touch a model aircraft in flight while it is still under power, except to divert it from striking an individual. This does not apply to model aircraft flown indoors.
 - RC night flying requires a lighting system providing the pilot with a clear view of the model's attitude and orientation at all times.
 - The pilot of a RC model aircraft shall:
 - Maintain control during the entire flight, maintaining visual contact without enhancement other than by corrective lenses prescribed for the pilot.
 - Fly using the assistance of a camera or First-Person View (FPV) only in accordance with the procedures outlined in AMA Document #650.
- C. FREE FLIGHT**
- Must be at least 100 feet downwind of spectators and automobile parking when the model aircraft is launched.
 - Launch area must be clear of all individuals except mechanics, officials, and other fliers.
 - An effective device will be used to extinguish any fuse on the model aircraft after the fuse has completed its function.
- D. CONTROL LINE**
- The complete control system (including the safety thong where applicable) must have an inspection and pull test prior to flying.
 - The pull test will be in accordance with the current Competition Regulations for the applicable model aircraft category.
 - Model aircraft not fitting a specific category shall use those pull-test requirements as indicated for Control Line Precision Aerobatics.
 - The flying area must be clear of all utility wires or poles and a model aircraft will not be flown closer than 50 feet to any above-ground electric utility lines.
 - The flying area must be clear of all nonessential participants and spectators before the engine is started.

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**If you haven't
already...
Please pay your
Club Dues!**

Mark Cullison - Editor
218 Tanglewood Rd
Temple, TX 76502

Club Meeting – Feb 27th
First Beginners' Night – Apr 4th
Spring Picnic/
First Combat – Apr 29th

"The Temple Aero Modeler Newsletter"

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