

The Temple Aero Modeler

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

February 2013



This month's meeting will be held Monday, February 25th at 7:30pm at the Ronald McDonald House Meeting Room in Temple



CLUB INFO

*Club Meeting –
February 25th*

*Club Meeting –
March 25th*

*1st Beginner's
Night – April 3rd*

2013 Officers

President:	Frank Sodek 773-8081
Vice Pres/Sec.	Larry Macie 291-4590
Treasurer:	Buster Hinkle 718-0243
Safety Officer:	Paul Horan 780-1274
Field Marshal:	Ed Weems 982-4902

Temple Event Schedule

Feb 25	Club Meeting	7:30pm
Mar 25	Club Meeting	7:30pm
Apr 3	1 st Beginner's Night	5:30pm
Apr 14	Combat	2:00pm
Apr 28	Spring Picnic/Combat	1:00pm
Apr 29	Club Meeting	7:30pm
May 3-5	Central Texas Airshow	
May 19	Combat	2:00pm
May 20	Club Meeting	7:30pm
Jun 2	Combat	2:00pm
Jun 9	Sanctioned Fun Fly	11:00am
Jun 22	40 th Anniv Celebration/Fly-In	TBA
Jun 24	Club Meeting	7:30pm
Jun 30	Combat	2:00pm
Jul 14	Combat	2:00pm
Jul 28	Combat	2:00pm
Jul 29	Club Meeting	7:30pm
Aug 11	Combat	2:00pm
Aug 25	Combat	2:00pm
Aug 26	Club Meeting	7:30pm
Sep 8	Combat	2:00pm
Sep 29	Fall Picnic/Combat	1:00pm
Sep 30	Club Meeting	7:30pm
Oct 6	Fall Fun Fly	1:00pm
Oct 13	Combat	2:00pm
Oct 20	Poker Fly	1:00pm
Oct 28	Club Meeting	7:30pm
Oct 30	Last Beginner's Night	5:30pm
Nov 25	Club Meeting	7:30pm
Dec 1	Don Cullison Toy Fly-In	1:00pm
Dec 9	Christmas Banquet	6:30pm

Instructors

Frank Sodek, Jr.	773-8081
Mark Cullison	773-9686
Paul Horan	780-1274
Doug Staines	541-2915
Fred Huber	698-4777



On The Cover

John Greiner prepares to fly his Taurus. This plane had not flown for more than 35 years!

Photo by Frank Sodek

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

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President's Report

by *Frank Sodek*



Greetings, I hope everyone got some of the recent rains, and I hope you've been enjoying the mild winter weather that we've been having lately. We had our first club event for this year on Sunday, February 10th: the Taco Soup Fly-in. Mother Nature cooperated fairly well for us this year – unlike last year which was cold, windy, and wet (we even got some sleet last year). I had a personal conflict and was unable to make it, but Larry reported there were a few members that showed up for the event. Those that attended were treated to great-tasting bowls of hot soup created by Master Chef Larry. Thanks to Larry for hosting the event, and for all the members that attended the event!

During the last meeting we set the tentative calendar of events for this year. You can find the listing of events on the second page of this newsletter. 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. If you're a combat pilot, you should already be working on backup planes #3 and 4, because it's going to be another hot and heavy year of combat competition; you'll see on the events calendar that we have scheduled a whopping 12 sessions for this year!

Also at the last meeting, Mark pointed out that this year is the 40th anniversary of our club being formed! On February 16th, 1973, John Greiner presided over the initial organizational meeting for the club, along with sixteen other folks in attendance. They initially flew at the old city dump ground on the northwest side of the city, just across the road from where the Early Day Tractor grounds on Eberhardt Road is currently located. In May of 1979 the club members decided to move the club field to McGregor Park, where we remain today. It was suggested that we have some sort of flying event to commemorate the club's 40th birthday, so we'll be working out details for this event in future meetings.

See you at the flying field,

Frank Sodek
fsodek@aol.com

Treasurer's Report



Beginning Balance: \$3,831.77

Dues.....665.00

Total Deposits: \$665.00

Expenses:

Ronald McDonald House.....\$25.00

Total Expenses: \$25.00

Balance January, 2013: \$4,471.77

Submitted by *Buster Hinkle*

Club Treasurer

Meeting Minutes (January 28, 2013 meeting)

The meeting was called to order by Club President Frank Sodek at 7:30pm. Four of the five club officers and nine other members were present.

New Members/Visitors – Tim Symonds was visiting, he has been out to the field before (he flies electrics).

Minutes from the meeting held in November were accepted as published in the January newsletter by motion from Fred Huber, seconded by Paul Horan.

Treasurer's Report was read by Buster Hinkle, Treasurer; a motion to accept the Treasurer's Report was made by Ed Weems, 2nd by John Cobb.

Safety Report – nothing to report from the club's Safety Officer.

Field Marshal's Report – Mark Harris volunteered to repair the old mower's pulley and to maintain the mowers, however he requested that he be the sole person performing the repairs and maintenance, so that he could properly control the activity.

Announcements – Frank reminded everyone that club dues are now due.

Old Business – Mark Cullison gave a report on the Toy Fly-in; he delivered a nice load of toys to the Ronald McDonald House. Also, a report on the Poker Fly was given, which was held concurrently with the Toy Fly on December 2nd. Frank gave a report on the Christmas Banquet, gift exchange and new officers for 2013.

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New Business

AMA charter: Frank mentioned that he had received the 2013 Club Charter renewal forms from the AMA.

Calendar of Events: There was lots of discussion regarding the dates for the club's events for this year, and the results will be published in next month's newsletter.

Combat rule changes: There was a lengthy discussion regarding possible changes to the combat rules (mainly related to awarding points for flying a heat without having your streamer cut) but it was decided not to make any changes at this time for landing with a full streamer. There were a few other changes that were accepted: any AMA member is eligible to participate; a full width streamer will be used; and after a midair, both pilots must land and inspect their airplanes, and after inspection can relaunch if they deem their plane airworthy.

Newsletter costs: Frank recommended that the club pay Mark for postage and printing costs for the mailed newsletters, but Mark declined the offer.

Club trainer: Fred suggested that the club trainers aren't being used enough to justify keeping, and would be better served by selling them, since they need new batteries. Paul made the motion to sell both trainers for \$75, Doug seconded and the motion passed. John offered to buy the trainers from the club.

Trip Reports – Doug reported that he and Larry attended the Georgetown Swap Meet. John reported that he went to fly at the Marlin airport.

Blunder Awards – Mark Harris broke the spar on his foamie during a knife edge spin, winning this month's Blunder Award.

Meeting adjourned at 8:30 pm.

Minutes recorded by *Frank Sodek*
Club President

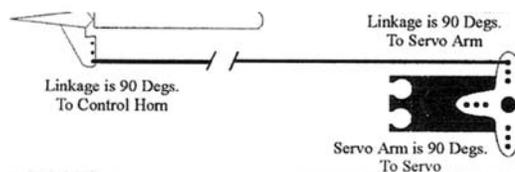
SUB TRIM AND LINKAGE SETUP

Richard Lindberg, Rocky Mountain Flying Machine club,
Albuquerque NM

Sub trims are intended for minor adjustments to servos linkages. Since excessive sub trim values (percentages) can cause servos to be over-driven where they try to move past their internal stops. This can cause servo damage.

The diagram below illustrates an ideal servo/linkage setup when the servo is at neutral. Notice that the servo arm is

positioned at a 90° or perpendicular to the servo. Also note that the linkage or rod is attached at 90° to both the servo arm and the control surface horn. This setup will result in the same amount of throw in both directions (0 differential throw).



Follow these steps to help ensure the proper use of sub trims and to achieve an optimum servo/linkage setup:

1. Access the Sub Trim function on your radio and make sure sub trim settings are set to zero (0).
2. Access the Trim Offset function (another name for Trim Memory) and clear any offsets. Also make sure that the mechanical trim levers on the transmitter (TX) are centered in their center dents.
3. Plug the servo in the appropriate channel of the receiver (RX). Turn on both the TX and the RX. The servo should now be at its electronic center position.
4. Test the fit of the servo arm to the servo, trying to get the servo arm to be at 90° to the servo as shown in the illustration. Try different positions if necessary, removing the arm, rotating it 90°, and inserting it back onto the servo output shaft. Use the position that is closest to 90°.
5. If the servo arm is not at 90° or perpendicular to the servo, use the Sub Trim function to adjust the arm so that it is at 90° to the servo.
6. Position the control surface so that it is in its neutral position. Now make and adjust the linkage. Adjust the linkage so that the control surface is at neutral when the servo is in its neutral position.
7. If the mechanical linkage cannot be adjusted precisely enough, get it as close as you can and then use the Sub Trim function to make the final adjustments.
8. Now use the Travel function (or ATV or EPA depending on your radio) to adjust total travel in both directions.

Fly the aircraft and use the trim levers for trimming. Now use the Trim Offset function (or Trim Memory—your radio should have a similar feature) to store the trims, allowing the trim levels to be returned to their center positions. If excessive amounts of trim are required, it is best to mechanically adjust the linkages and try to keep the servo as close to its electronic center as possible.

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Mark Cullison - Editor
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Meeting - February 25th

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