

The Temple Aero Modeler

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

January 2009



This month's meeting will be held Monday, January 26th at 7:30pm at the Ronald McDonald House Meeting Room in Temple



*Fly-In-The-Taco-Soup –
Feb 8th*

CLUB INFO

*Club Meeting –
Jan 26th*

2009 Officers

President: Mark Cullison
773-9686
Vice Pres/Sec. Lance Starzyk
760-8678
Treasurer: Buster Hinkle
982-4746
Safety Officer: Don Mondrik
939-1242
Field Marshal: Fred Huber
698-4777

Instructors

Frank Sodek, Jr. 773-8081
Mark Cullison 773-9686
Paul Horan 780-1274
B.W. Ponder 778-6182
Doug Staines 780-3512
Lance Starzyk 760-8678
Fred Huber 698-6777



On The Cover

Mark Cullison shown with the really nice bunch of toys collected at this year's Don Cullison Memorial Christmas Toy Drive and Fly-in, which was held on December 7th.

Photo by Frank Sodek

Temple Event Schedule

Jan 26 Club Meeting 7:30pm
Feb 8 Fly-in-the-Taco-Soup 12 noon
Feb 23 Club Meeting 7:30pm
Mar 11 First Beginners' Night 5:30pm
Mar 28-29 Mall Show
Mar 30 Club Meeting 7:30pm
Apr 11 Field Work Day
Apr 18-19 Temple Pattern Contest
Apr 26 Spring Picnic/First Combat 1pm
Apr 27 Club Meeting 7:30pm
May 1-3 Central Texas Airshow
May 17 Combat 2pm
Jun 1 Club Meeting 7:30pm
(delayed a week due to holiday)
Jun 7 Combat 2pm
Jun 14 Sanctioned Fun Fly 10am
Jun 28 Combat 2pm
Jun 29 Club Meeting 7:30pm
Jul 12 Combat 2pm
Jul 26 Combat 2pm
Jul 27 Club Meeting 7:30pm
Aug 9 Combat 2pm
Aug 23 Combat 2pm
Aug 31 Club Meeting 7:30pm
Sep 13 Combat 2pm
Sep 27 Fall Picnic/Last Combat 1pm
Sep 28 Club Meeting 7:30pm
Oct 4 Fall Fun Fly 1pm
Oct 18 Poker Fly 10am
Oct 26 Club Meeting 7:30pm
Oct 28 Last Beginners' Night 5:30pm
Nov 30 Club Meeting 7:30pm
Dec 6 Don Cullison Memorial Christmas Toy
Drive/Fly-In 1pm
Dec 7 Christmas Banquet/Officer Elections

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

On the web at: www.templeaeromodelers.org
Web Master: Paul Ramsay
webmaster@templeaeromodelers.com

The Temple Aero Modeler

President's Report



Well, here we go again! I guess I did a decent job as President last year, since y'all reelected me for another term (it's hard to brag when you're the only one running for the position!). I appreciate the "vote" of confidence.

The "Calendar Committee" has already met and hammered out the events for next year. If anyone has the urge to run a new event, bring your idea to a meeting and throw it out for discussion. If it gets approved we'll add it to the calendar.

Speaking of events, our first event of the year is "The Fly in the Taco Soup" on February 8th. This is a free event, starting at noon. Just come out and fly and enjoy some of Larry Macie's scrumptious Taco Soup.

We have some work ahead of us this spring. The container needs to be ventilated and painted. The storage sheds need to be rearranged, and of course, there will be mowing. The maintenance of our flying field should be our highest priority. Please lend a hand whenever possible and help our new Field Marshal, Fred Huber, with this important task.

I look forward to another year of flying and fellowship. We have a very good safety record, let's try and continue the trend!

Mark Cullison
 Club President
mcullison1@aol.com

Meeting Minutes (November meeting)



Called to order by President Mark Cullison at 7:31PM in the Temple Airport Conference Room.

New Members/Visitors: None

Minutes: Minutes from the October, 2008 meeting were read by Lance Starzyk; a motion to accept the minutes as read was made by Fred Huber and 2nd by Ed Weems.

Treasurer's Report: The report was read by Treasurer Buster Hinkle; motion to accept the report was made by John Redwine and 2nd by Fred Huber.

Safety Officer Report: Don had no comments.

Field Marshal Report: Fred reported one tractor still had

repair issues and that he and Ed would be spreading dirt into the holes that are in the field in the near future.

Announcements: Mark announced that Kathy Ponder was in and now out of the hospital and her condition is unknown.

Old Business: The Don Cullison Toy Drive will be held on December 7th. Bring a \$10, or less, toy to the fly-in. The Christmas banquet, elections and gift exchange will be December 9th, Tuesday. Fred will bring the plates and utensils from the field. The Temple Unlimited Fun Flyers (TUFF), issue was brought up. Don suggested sitting back and waiting since we've made our position known. John Hagel suggested we should still invite Stacy Peacock to a meeting as a gesture of TAM interest and support of their club. A list of storage/container maintenance items needing attention was decided to be brought up at the next meeting. Frank agreed that he would get more gate keys made.

New Business: Larry Macie reported that the Bryan Combat went well. Don, Nick, Jason, Larry and Doug represented TAM. There were 8 rounds with 2 pilots per round. Don hit a balsa plane and destroyed his. The score was 18 to 18 when Jason received 1 more for TAM, but the final score went in favor of Bryan 23 to 19. It was a good time even though everyone lost a plane except for Larry.

Family Hobby Day will be January 17, 2009 inside the Temple Railroad Museum from 10am to 2pm. Mark asked if we should or could participate. Cliff suggested we should, to help maintain the club's Gold Award Status. It was decided that we'd participate unless it conflicted with the Georgetown Swap Meet (which it did).

Trip Reports: Bryan Combat was the only trip reported.

Blunder Award: There were no Blunder Award nominees this month.

Mark adjourned the meeting at 8:15PM.

Minutes recorded by VP/Sec *Lance Starzyk*



The Temple Aero Modeler

Treasurer's Report



Beginning Balance : \$3,353.09

Deposits:

Dues \$430.00
 Donations \$90.00
 Total Deposits: \$520.00

Debits:

No debits this month

Balance November 2008: \$3,853.09

Submitted by *Buster Hinkle*
 Club Treasurer

Safety Officer's Report



Welcome to 2009! Seems like just a few weeks ago it was 2008. Anyway, we're here now, so we need to be safe and responsible for another year.

Most of us fly all year, weather permitting and by doing so we are keeping our equipment in good order. But if you have some stuff that you haven't used in a while, now is a good time to inspect the batteries, servo linkages, motor mounts and other stuff like that. Be proactive, take care of it now. A reactive approach could mean the difference between ready to fly or ready to buy (a replacement airplane, that is), it's your choice.

There are all kinds of ARF (Almost Ready to Fly) airplanes available these days, and the fact that so many are made in China means there may be some information that is "Lost in Translation." The instructions in the manuals are often not clear; the pictures help get you to the next step. We flip through the manual and get the plane put together, set the control throws, check the C.G., center of gravity, and go fly. We don't need the instructions, unless all else fails! So the manuals aren't much help most of the time, no big deal. I wonder how many people actually read the manuals? I know I always read them front to back unless I'm looking for the control throws or something like that. But recently, I did read

the manual and I had to laugh at the Safety Precautions and the Safety Warnings. While they, the manual writers, were trying to convey the importance of being safe while enjoying their product, I ran across one that I wasn't expecting: "Remember, you are responsible for the safety of others." Oddly enough, I believe they got that translation correct. When you are the pilot of a model airplane, you are responsible for whatever happens. Think about that for a minute, every time you fly, YOU are responsible. I think it was from a Cheech and Chong movie that gave us the line, "Responsibility, is a heavy responsibility." We all like to joke and kid around, some of us more than others. But at the same time we all know when we need to act like a responsible adult, like when we pilot a model airplane. Think about this, if you intentionally hit someone with a car you can be charged with assault with a deadly weapon. I would venture to say that could also apply to operating a radio controlled model, be it a car, a boat, a helicopter or an airplane. The point I am trying to make is that we are all responsible for our actions. So conduct yourself accordingly, don't get hurt having fun and at the same time, don't hurt someone else - they may be trying to not get hurt having fun too.

Have a safe year,
Don Mondrik
 Club Safety Officer
czechtek@aol.com

Christmas Banquet Report

By Frank Sodek

Our club closed off the year with a terrific Christmas party which was held at Western Hills Church of Christ (thanks to Bobby Zikes for arranging the room). The event was well attended by club members, their families and guests. We had a great selection of food that was brought for the pot-luck dinner - no one left hungry!

After totally stuffing ourselves, Mark Cullison, our Club President, led a brief business meeting in which he announced the officers for 2009 and also recognized club members Larry Macie, Fred Huber, David Henry and Frank Sodek for their extra effort toward helping the club during the year. Mark also announced the final combat standings for the year.

We ended the evening with the always-popular Chinese Gift Exchange (directed by Buster Hinkle), which was very entertaining for all. It was a great way to start off the holiday season!

The Temple Aero Modeler

5

The following humor was submitted for your enjoyment by Don Mondrik.

CREATIVE PUNS FOR 'EDUCATED MINDS'

The roundest knight at King Arthur's round table was Sir Cumference. He acquired his size from too much pi.

I thought I saw an eye doctor on an Alaskan island, but it turned out to be an optical Aleutian.

She was only a whisky maker, but he loved her still.

A rubber band pistol was confiscated from algebra class because it was a weapon of math disruption.

The butcher backed into the meat grinder and got a little behind in his work.

No matter how much you push the envelope, it'll still be stationery.

A dog gave birth to puppies near the road and was cited for littering.

A grenade thrown into a kitchen in France would result in Linoleum Blownapart.

Two silk worms had a race. They ended up in a tie.

Time flies like an arrow. Fruit flies like a banana.

A hole has been found in the nudist camp wall. The police are looking into it.

Atheism is a non-prophet organization.

Two hats were hanging on a hat rack in the hallway. One hat said to the other, "You stay here; I'll go on a head."

I wondered why the baseball kept getting bigger. Then it hit me.

A sign on the lawn at a drug rehab center said: "Keep off the Grass."

A small boy swallowed some coins and was taken to a hospital. When his grandmother telephoned to ask how he was, a nurse said, "No change yet".

A chicken crossing the road is poultry in motion.

The short fortune-teller who escaped from prison was a small medium at large.

The man who survived mustard gas and pepper spray is now a seasoned veteran.

A backward poet writes inverse.

In democracy it's your vote that counts. In feudalism it's your count that votes.

When cannibals ate a missionary, they got a taste of religion.

Don't join dangerous cults: Practice safe sects!

How to Adjust a Two-Needle Carburetor

From the Spirit of St. Louis R/C Flying Club, St. Charles, Missouri

Typically, carburetors come from the factory close to being preset. If you have torn down your carburetor for a thorough cleaning and examination, or you just want it to run right, here's a good starting point.

With the throttle barrel in the full open position, close the high-speed needles until it stops. Then, back it out three turns. Now, with the throttle barrel almost closed, do the same thing with the idle mixture screw. This is your baseline.

Some carburetors have a throttle-stop screw. Usually we set these so the air hole in the carburetor barrel completely closes off at full low throttle trim. When adjusting some idle mixture screws, the carburetor barrel wants to rotate and get pushed inward, making it a little difficult to get a good setting. All you have to do is lock the throttle arm so it cannot rotate or go in while you are adjusting the idle mixture screw.

Here are 10 steps for setting up almost any two-needle carburetor:

1. Start the engine and go to full power.
2. Set the high-speed needle to maximum power and back off about $\frac{1}{4}$ to $\frac{1}{2}$ turn.
3. Go back to as low an idle as you can achieve.
4. Turn the idle mixture screw until the engine stops. While the engine is off, back the idle screw out $\frac{1}{2}$ to $\frac{3}{4}$ turn.
5. Restart the engine at idle.
6. The engine should be idling pretty well.
7. Reset the high-speed needle to maximum rpm and back off 200-300 rpm.
8. Return to idle and let the engine idle for about 15 seconds.
9. Quickly move the throttle to full power and listen to the transition from idle to full power. If it instantly goes to full power, you are finished.
10. If it hesitates or sags a little, it is still too lean. Back out just $\frac{1}{4}$ turn. Repeat step 9.

When you are finished, at about $\frac{1}{2}$ -trim setting you should be getting a good fast idle at high-throttle trim. You should be able to shut the engine off at full low-idle trim. That's all there is to it!

The Temple Aero Modeler

6

Give Me Exponential Rates

by Matthew George (from the Northern Utah Radio Control Aircraft Club)

I wanted to take a few minutes and talk about the use of exponential rates as supported by most of our RC transmitters. After getting back into the hobby over the last several years, I'm surprised at the slow adoption rate (no pun intended) of using exponential rates.

I have even heard recommendations that you shouldn't use exponential rate features on your radio. I can tell you by experience, that any pilot serious about becoming accomplished in aerobatics will make his life much harder if he tries to fly precision maneuvers without incorporating exponential rates into his control surface throws. I am of the opinion that almost any aircraft should be set up with exponential rates on the control surfaces. You will immediately see an improvement in your flying once you understand and start dialing in exponential rates for all your aircraft. Trainers to unlimited IMAC birds, gliders, sport planes, flying lawn mowers, etc ...

What is the definition of using an exponential rate on a control surface? Exponential rate is where the servo movement is not directly proportional to the amount of control stick movement on your transmitter. Over the first half on the stick travel, the servo moves less than the stick. This makes control response milder and smoothes out level flight and normal flight maneuvers. Over the extreme half of the stick travel, the servo gradually catches up with the stick throw, achieving 100% servo travel at full stick throw for aerobatics or trouble situations.

All the newer radios support this feature and the best part is the fact that no physical change is required on the aircraft. It's a simple matter of programming your radio to use exponential rates on some or all of your control surfaces including your throttle.

Have I convinced you to give expo rates a try? It's not scary; I promise. Pull out your transmitter manual and start reading. It's usually a simple matter of scrolling through your on-screen setup menu and finding the option to set expo for each control surface.

There is only one caveat I know of, if you have a Futaba radio, make sure to dial in your exponential rates as a negative number. All other radios use positive numbers when setting up expo rates.

I would start by static checking your control throws after you dial in some expo. Start with your ailerons and dial in about 30% expo for channel one. Now watch your aileron control throws as you move your stick on the radio. You will

notice a soft, easy movement while you are at the center of the stick and as you move the stick to full left or right, the controls will begin to move faster to their current end-point setup. This will make your aileron response much more soft at the center of the stick and you will be doing full, slow rolls all across the field. When you need some quick aileron for a quick correction or faster aileron roll, you will still have the throw you need when the stick gets to its extreme position. It will make your flying much smoother. If you are using the newer faster servos, you will see much more effect by using expo rates.

So how does Matt have his radio set up? There is no exact formula, but this may give you a place to start:

My expo setting on my Composite ARF 330S for precision non-3-D flying are below. Keep in mind I have a lot of throw in my control surfaces even on low rates, so you will want to experiment and find the best settings for your aircraft. (Note: I'm using a Futaba radio, so these numbers are listed as negative. For other radios—JR, Airtronics, etc.—you would dial in positive numbers.)

Aileron: -50% (left and right)

Elevator: -40% (up) -20% (down)

Throttle: -38% (this smoothes out the throttle response across the whole stick movement)

Rudder: -80% (left and right)

If you are skeptical, start with lower numbers, 0% would equal no exponential at all. Try a different setting after each flight and get to a point where you see your flying get smoother.

You have heard all the top aerobatic pilots' names: Frazer Biggs, Quique Somenzini, Mark Leseberg, Christophe Paysant-LeRoux, Chip Hyde, Mike McConville, Bill Hempel, Kenny Lauter, Jason Noll, Jason Schulman, etc. I'm not even in the same league as these pilots, but guess what all these pilots have in common? Yep, they all make heavy use of exponential rates when setting up their radios.

So pull out that radio manual and start dialing up that expo! You will be glad you did and your friends will be asking you what you did to improve your flying.

Balsa Dents

from the Woodland Aero Modelers, Downers Grove, Illinois

When you accidentally dent a piece of balsa during construction of a model, try this old cabinet-maker's trick. Put a few drops of white vinegar on it instead of using filler. The vinegar will pull 99% of the dent out. Works best overnight. Try it; it really works!

MAX BLOSE

(254) 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

District VIII Events

Feb 6-8 Tejas RC Airshow 2009 – Mid Valley
Airport, Weslaco, TX

Feb 20-21 Tri City Flyers Swap Meet – San Antonio

Frank Sodek - Editor
510 West Shell
Temple, TX 76501

Club Meeting – Jan 26th
Fly-In-the-Taco-Soup – Feb 8th

"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:

Frank Sodek
510 West Shell
Temple, TX 76501
(254) 773-8081
E-Mail: fsodek@aol.com

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.