

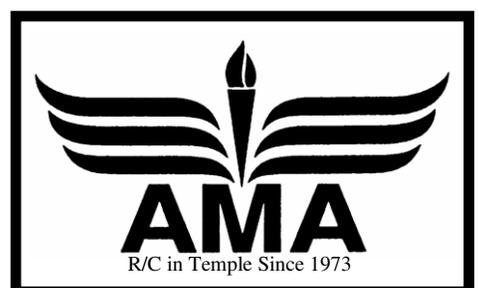
The Temple Aero Modeler

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

July 2009



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



*Club Meeting –
July 27th*

CLUB INFO

*Combat –
July 26th,
August 9th & 23rd*

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 698-4777



On The Cover

Charles Harris is shown starting his giant scale aerobatics plane at the recent Cub Scout Fly-In. Charles flew a 3-D aerobatics routine for the enjoyment of all the spectators in attendance.

Photo by Frank Sodek

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

Temple Event Schedule

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 6:30pm

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

The Temple Aero Modeler

President's Report



Is it my imagination, or did the Dog Days of Summer arrive early this year? Yup, it's hot. We need to drink plenty of water while we are out flying these days. Our busy time of the year is over. Now we settle in to the summer routine... combat! Yes, there's a crazy bunch of

pilots that spend every other Sunday afternoon chasing each other's airplanes around the sky. If you can stand the heat and would like to help out, or even join in on the fun, come on out! Just check the Calendar of Events for the next opportunity.

There has been a small group of members steadily working on field improvements this summer. I want to send a big "Thank You" out to those guys.

The "Tree Trimming/Planting" project has long been over and done... for most of us. Doug Staines is still hauling water out to those trees to help ensure they survive this hot, dry weather. If you are able, please try to bring a jug or two of water when you come out to fly and water a tree.

See you at the field.

Mark Cullison
 Club President
mcullison1@aol.com

Meeting Minutes (June 29th meeting)

The June meeting was called to order by Vice-President Lance Starzyk at 7:30pm. There were no visitors.

Minutes: Minutes from the May meeting were accepted by Fred Huber and 2nd by Larry Macie.

Treasurer's Report: The Treasurer's report was read by Buster Hinkle; motion to accept made by Fred Huber, seconded by Doug Staines.

Safety Officer's Report: Don Mondrik cautioned against going out alone to look for a downed plane, because of the excessive heat. Take a cell phone with you when you go out, and make sure you get plenty of water to drink whenever the temperatures are soaring.

Field Marshal's Report: Fred Huber reported that the trail mower and Husky were mowing OK.

Doug reported that he sprayed the ants that were around the pavilion. He also reported that a couple of trees weren't looking very good, despite his attempts to keep them all watered during the drought.

Old Business: Ed, Doug and Larry went out to paint the large container, but decided the entire outside surface needed a good scrubbing and washing first. There will be a scrubbing and painting party when it gets cooler.

Lance reported on the Cub Scout Fly-in that was held on June 20th. There was a great turnout by club members to help run the event. It was hot and windy, but the Scouts enjoyed their visit.

Buster reported on the Fun Fly event held on June 14th. There was a good turnout for the event, however only four club members participated.

Lance discussed the purchase of a new grill for the club. It was decided to wait until later to purchase the replacement, because of the uncertainty over how much the Cub mower repair cost would be.

Frank delivered two new locks that have been keyed the same as our existing locks.

Doug proposed that the new locking bar for the small container be reworked so that it will be easier to lock and unlock.

Lance reported that Mark has offered \$100 for the Cub Cadet mower (the club has decided not to repair the damage). Lance made the motion to sell the Cub mower to Mark for \$100; Doug 2nd, the motion passed. Jokingly, the club decided that part of the deal would be that if Mark got the mower running, he'd have to bring it back every so often and mow the field with it.

Larry gave a report on Combat standings. Jason is in the lead, followed by Mark and Larry. They're looking for more pilots to participate and also more helpers.

New Business: Jason Goodwin has offered to sell his slightly-used trail mower to the club for \$1,000. It cost \$1,700 new and has very little time on it (Jason bought a new tractor and shredder, so he no longer needs this mower). The mower has heavy duty shredder-type blades instead of finish mower blades. The club decided not to purchase Jason's mower at this time.

Trip Report: Fred gave a report on his participation in the Wings Across America flight on June 25th. There have now been 127 pilots that have flown the "Electric Squirt". Fred picked up the plane from a pilot in Georgetown, and he delivered it to Waco (to the Texas Model Aeronautics Foundation club in Hewitt) after his flight. The plane will be flown in all 50 states.

Blunder Award: Frank Sodek, Jr. was flying his father's Perfection during the Cub Scout fly-in and landed deadstick in a tree with minor damage. Frank won the Blunder Award.

Meeting was adjourned at 8.27pm

Minutes recorded by *Frank Sodek*

The Temple Aero Modeler

Treasurer's Report



Beginning Balance: \$4895.35
Deposits: None

Debits:

Paint for containers/outhouse (Ed) \$155.79
60" Pull-behind mower (Paul Milton) \$700.00
Fun Fly Trophies (All-Sports) \$35.00
Total Debits: \$890.79

Ending Balance June 2009: \$4004.56

Submitted by Club Treasurer *Buster Hinkle*

Nolanville man has been flying model planes since 1975

By **Mason W. Canales** Killeen Daily Herald

TEMPLE – It was not too far after 1960 when Frederick Huber of Nolanville remembers picking up his first rubber band-engine model plane.

He would wind the wooden propeller with his finger twisting the rubber band several times and tightening its stretch. When it wouldn't go any more, he would chuck the wooden frame and the paper winged model through the air.

"There is an old saying that the difference between men and boys is the price of the toys," Huber said standing beside several remote-controlled airplanes on Wednesday, getting ready to fly them later in the day.

Almost 50 years later, Huber will help fly a remote-controlled airplane across the United States. He is pilot No. 126 and is expected to fly the StevensAero SQuiRT some time in the next two weeks through the air space over the Temple Aero Modelers Inc. field just north of Moffat.

Huber said he has seen other projects similar to this one, but this one is different. This plane is being passed person to person by each pilot, he said. In previous projects, they have always shipped the plane.

Pilot 125, Joe Perch, will fly the plane in Georgetown before handing the plane to Huber. Currently, pilot 124 is holding it in Kerrville waiting for good winds to fly.

"It might be late Sunday or Monday before I could get it to Fred," Perch said hoping that he was going to get the plane on Sunday.

While Huber is excited to be taking the plane for a spin, he is also a little worried about the upcoming flight, he said.

"Mainly my goal is to fly the airplane to minimize its risk of damage," Huber said. "Flying the plane is a side issue for me,"

he added saying he was excited to be meeting another enthusiast.

Both Huber and Perch found out about the flight on an Internet forum called RC Groups.

"I believe I just saw a posting about it on the forums," Perch said. "I went to the Web site and sent an e-mail and now I am flying."

Huber's story was a bit different than Perch's.

"I was part of the initial group of people who discussed it on the site," Huber said. "I think my original message said 'that I believe it would be faster if it didn't come through the center of Texas.' But when they decided it would, I volunteered."

Huber bought his first remote-controlled plane at age 15 in 1975. He has been flying them ever since, he said.

Last year he counted his collection, and it had more than 60 planes, Huber said. Since then he eliminated some damaged aircraft after taking out the salvageable parts.

Huber flies about twice a week, weather permitting, at the Temple field on Belton Lake. He would fly at Union Grove, the Killeen field, but he prefers to have the sun at his back when he flies, he said.

Flying the planes is just a small part of the hobby for Huber, he said. He spends about 20 or 30 hours a week working on the models.

The plane being used to cross the United States has traveled 15,000 miles in one year, and is expected to finish the rest of its journey in another year.

Huber will be taking the plane to Waco after his flight.

"There (are) just so many ways you can play with model airplanes," Huber said.

Reprinted from the 6/22/09 Killeen Daily Herald

Memorial Day Celebration

By Clifford Manuel

I wanted to go to the Memorial Day event out of curiosity. My expectation was that it would be kind of ho-hum/hum-drum/stiff and stoic, and it was - parts of it, and yet parts of it were pretty exciting, too. Monday May 25th was a hot day. Plenty of sunshine and the air was still. Perfect for flying - RC I mean - but that's besides the point. I went knowing that there would be plenty of speeches, dedications and remembrances, and indeed there were, plenty.

When I arrived at the train station at about 10 am, I followed my nose to the corner of the station where the gazebo is, kind of near the overpass. I guessed that this area was chosen because it was somewhat cooler and nicely shaded by trees. At first I waited in the background a while to see what kind of capacity the crowd would have. There were about fifty folding chairs and about half of those were taken. The remainder of the crowd elected to stand more directly underneath the trees where it was decidedly cooler. I guessed between fifty to seventy people total were attending.

The Temple Aero Modeler

As I took my seat and evaluated the crowd, I listened to a small ensemble of musicians playing flutes. Later they were introduced as members of the Killeen High School flute choir. After that, the Mayor took the stage and he spoke about dedication and service to our country. Then he passed the microphone to the Chief of Police and he made some anecdotal remarks, and out of all of that I got that the city of Temple was here to commemorate the men and women of the Armed Services past, present and future, this was all very somber and serious. I'm abbreviating though so that I can get to the good part. A few more important people spoke, a couple of bagpipes played a dirge and we were all directed to the other end of the building for the remainder of the dedication.

The entire crowd moved to the other end of the building where a new flagpole had just been erected. There the city of Temple Police color guard raised the American flag and then lowered it to half mast, and then a speech was given. I couldn't really hear what said because I was just out of earshot and no microphone was used. Then perfectly on queue I could hear the roar of the radial engines of the Commemorative Air Force. I could see four planes in formation and I could hear their radial engines blaring. It was very reminiscent of demonstrations which I had witnessed in the past. I recognized two of the planes immediately as AT-6 Texans, the other two not so easily distinguishable, one smaller and white the other blue. As I recall both Texans were yellow. The planes made a slow flyby in one direction and then in another, then they made two more passes in a missing man formation I tried to take pictures of the planes in the sky but each time I looked up it was as though the sun was directly in my eyes. The planes were clearly visible though flying at about 1000 feet.

After the flyover by the CAF the crowd began to disperse. Now I had a choice to make. It seems that somewhere between then flutes, the speeches and the bagpipes I was invited to a luncheon at the airport by the event director. It just seemed such an innocuous thing at the time that I didn't really pay it much attention. The actual flyover ceremony was already over-so why go to the luncheon? Then I thought, "as a representative of the club I should at least make an appearance" and a free meal was in the offering, so what the heck, I went!

As it turns out here's the best part. The luncheon, as it were, was given as a thank you for the pilots who flew in the flyover. Cool. At the luncheon I just happened to sit across from one of the AT-6 Texan pilots. He told me the history of the plane that he was flying and how it came to be that he was flying it on that particular day and about the fate of his personal plane, which is also a Texan. During the time that we were sitting there eating he just happened to mention offhandedly that after the meal they were giving sponsor rides. Now my ears perked up and I started drooling. It just so happens that the pilot that I was having lunch with was the ride organizer. After lunch was over there was a little bit of discussion about who was to go on the

ride since only two rides were to be given. Myself and one other gentleman were chosen, so out to where the planes were parked behind the terminal we went.

There I was introduced to the pilot who I would be flying with. He showed me how to climb up and get into the cockpit of the CJ-6 which we would be flying. The CJ-6 looks something like a cross between a P40 Warhawk and a Corsair. Long and cylindrical, a two seater in tandem, all blue with military markings on the wings. Anyway he stuffed me into the cockpit and strapped me in with the 5 point harness and then handed me a headset. The other guys I could see across the way were also prepping the Texan for flight. Just before he climbed into the front seat of the cockpit to strap himself in, my pilot gave me some last minute instructions. Keep my feet clear of the rudder pedals keep my legs apart so as not to interfere with the movement of the stick and something about not exiting the cockpit until we were back on the ground. O.K.

Another minute and the great big radial engine roared to life. He instructed me to close the canopy and things became surprisingly quiet. In another minute both planes began to move together and we rolled past the spectators who had gathered on the steps of the terminal. I waved as though I were in a parade and we proceeded to the runway. There both planes stopped and were given a final ground check. The ailerons wiggled, the rudders moved from side to side and we received clearance from the tower for takeoff. I could hear the radio chatter thorough my headset. Then the engines revved up, the pilots stood on the brakes and when they let go we took off down the runway. In a flash we were airborne. I looked out of the cockpit window and I could see the Texan to our left; we were seriously hauling buns. I looked down to see if I could pick out any familiar landmarks, but by the time I figured out where we were, we weren't there any more. Once we left the runway we flew off to the north and then to the west. I looked down and then ahead again and we were headed east. One more bank left and we were headed west. That's when the Texan made a funny zigzag maneuver and was quite a way ahead of us. We made the same sharp bank left and down and I could see the runway just ahead of us. The Texan was touching down and we were right behind them. Both planes landed and taxied back to the terminal. We parked. I slid back the canopy and climbed out of the cockpit. I walked back to the terminal wobbly legged but trying not to let it show.

Once back at the terminal the Texan pilot asked me how I liked the ride. I told him that it was fast, I loved the planes, I loved the ride and I especially liked the zigzag move that he'd made at the end of the flight. He told me that that was called a pitchout maneuver. I thought quietly to myself that it should be called the "up chuck" maneuver. I thanked the guys again and I left. Later after my stomach settled down and my head stopped spinning I thought that it was a day to remember.

The Temple Aero Modeler

6



Dear Fellow Pilots,

I would like to invite you to the 11th Annual Austin Radio Control Association "Big Bird Air Show". This year's event is August 28th-30th and will include free Pizza Friday night, a Steak Dinner Saturday Night (\$10) per person and Pilot Goodies and Awards. Visit www.austinrc.org for more details.

Please send me an e-mail at knelle@swbell.net or see my contact information below if you can attend, and if we can order a steak for you for Saturday's dinner. We invite you to share this invitation with any pilots you know or forward their information to me and I will contact them for you.

If you received this invitation by mail, then we do not have a current e-mail address for you. Simply respond by e-mail and we will update our files and inform you of future events and announcements.

We are very excited about this year's event due to numerous field improvements and several new Sponsors. On behalf of all our members, we are all looking forward to seeing familiar faces as well as new ones at this year's event.

Doug Nelle
Contest Director/President
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Elgin, TX 78621
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Glossary of RC-Related Terms

From the rcgroups.com forum, submitted by Fred Huber

AEROMODELING: The art of turning precision-cut and glued balsa wood and foam into toothpicks and confetti.

BALSA: An extremely light substitute for gold.

CRASH: Method of seeing inside a model airplane.

ELEVATOR: Device to prevent level flight.

ENGINE: Device that doesn't start when you want it to, and also cuts your fingers (see also MOTOR).

FAIL-SAFE: Option on PCM radios that allows a pilot to choose whether to crash near him, or a long way away.

FLYING FIELD: Takeoff area. Landings occur elsewhere.

GIRLS: Something to be interested in before you take up flying.

GLIDE-TIME (1): The time between the engine falling out and

the Airplane hitting the ground.

GLIDE-TIME (2): Time between the wings folding and the airplane hitting the ground.

HINGE: Device to prevent control surface movement and cause flutter.

INVERTED FLIGHT: Method of landing without wear and tear on the wheels.

INSTRUCTOR: Old pilot who loves flying and teaching others to fly...usually cannot tell you how many planes he has crashed.

JOKER: Person who invites you to "taxi back" after a dead stick landing.

LANDING: Test of strength between your plane and the planet.

MIXTURE SCREW: Device to meter too little fuel to the engine at critical moments.

MOTOR: Electric device that starts when you don't want it to, and cuts your fingers.

NOSE WHEEL: Device that prevents an airplane from landing without bouncing.

PROPELLER: Wood, plastic or composite device used to stabilize inferior landings.

PUPIL: External heart pacemaker for instructor.

RADIO: Device that enables an airplane to crash in different places than it otherwise would.

RECEIVER: Part of the radio that picks up interference.

RUNWAY: Flat object used by student pilots to walk on to retrieve aircraft which "almost landed ok".

SPINNER: Critical part of landing gear.

TAIL ASSEMBLY: Fragile device which has affinity for door frames during non-flight transport.

TANK: Temporary storage place for chemicals before they saturate the airplane.

TRAINER: Inexpensive throwaway device used by beginning pilots to scare instructors and spectators with.

TRANSMITTER or RECEIVER FAILURE: Something which happens only on first flight of a plane (usually the last flight, too).

WIFE: Advanced form of restraining device, i.e. stops you spending all your time and money on model airplanes.

2.4GHz: Cleverly devised method of getting you to spend money replacing perfectly good radio gear.

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District VIII Events

July 25 BVRC Big Bird Fly-In - Bryan

July 25 Falcons of Lake Dallas Float Fly – Lake Dallas

July 25-26 NE Texas RC IMAA Mini-Fest – Mt. Pleasant

August 1 Thunderbirds Float Fly – Ft. Worth

August 8-9 Wings Warbird International – Lubbock

August 15 Highland Lakes Swap Meet – Buchanan Dam

August 22 Lloyd McAlester Memorial Warbird Fly in – Sherman

August 28-29 11th Annual Bird Bird Airshow – Austin

September 10-13 Southwest Jet Rally – Waco

September 18-20 B-17/Big Bird Gathering - Monaville

Frank Sodek - Editor
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Temple, TX 76501

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