

The Temple Aero Modeler

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

June 2010



This month's meeting will be held Monday, June 28th at 7:30pm at the Ronald McDonald House Meeting Room in Temple



*Club Meeting –
June 28th*

*Combat –
June 27th*

CLUB INFO

*Combat –
July 11th
Field Work Day
– July 17th*

*Combat –
July 25th*

2010 Officers

President: Lance Starzyk
760-8678
Vice Pres/Sec. Frank Sodek
773-8081
Treasurer: Buster Hinkle
982-4746
Safety Officer: Larry Macie
291-4590
Field Marshal: Fred Huber
698-4777

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

Here are the top three finishers in the Club's Sanctioned Fun Fly that was held on June 13th. (L-R) Bill Kuntz (3rd), Ray Thompson (2nd), Buster Hinkle (CD) and Louigi Wolfe (1st).

Photo by Frank Sodek

Temple Event Schedule

Jun 27 Combat 2pm
Jun 28 Club Meeting 7:30pm
Jul 11 Combat 2pm
Jul 17 Field Work Day 7am
Jul 25 Combat 2pm
Jul 26 Club Meeting 7:30pm
Aug 8 Combat 2pm
Aug 22 Combat 2pm
Aug 30 Club Meeting 7:30pm
Sep 12 Combat 2pm
Sep 26 Fall Picnic/Last Combat 1pm
Sep 27 Club Meeting 7:30pm
Oct 3 Fall Fun Fly 1pm
Oct 17 Poker Fly 10am
Oct 25 Club Meeting 7:30pm
Nov 3 Last Beginners' Night 5:30pm
Nov 29 Club Meeting 7:30pm
Dec 5 Don Cullison Memorial Christmas Toy Drive/Fly-In 1pm
Dec 6 Christmas Banquet/Officer Elections 6:30pm

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

3

President's Report



June's Fun Fly had a good turnout. Thanks to Buster and Derek for putting on a good event as usual. Also thanks to Mark and Frank for supplying the food and drinks. The weather was humid but a good breeze kept it bearable and interesting for the pilots. Our next full

club function will be the Fall Picnic in September, but between now and then there will be plenty of action at the many scheduled combat events.

As the temperature rises and we move into the dog days of summer, we need to be mindful of our health and safety. Although flying models is not considered a strenuous activity, simply standing in the hot sun and wind while staring up into the sky can have harmful effects. It's best to come prepared with drinks, sunscreen, sunglasses and head protection. As a reminder, there are first aid kits in the small metal building.

The field continues to need its usual attention to mowing but this task should taper down as the summer months produce less rain. Our Field Marshall, Fred Huber, has pointed out several dead trees that need removal. We'll be having a field work day on Saturday, July 17th, beginning at 7am. Thanks to all who continue to donate their time and effort in keeping the field in good shape. See you at the field!

Lance Starzyk
Club President
lstarzyk@vvm.com

Meeting Minutes (May, 2010 meeting)

Called to order by President Lance Starzyk at 7:30pm

New Members/Visitors - Eric Runfelt joined the club.

Minutes from the meeting held in April were read by VP/Secretary Frank Sodek; motion to accept minutes as read was made by Paul Horan and 2nd by Mark Cullison.

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

Safety Report - Safety Officer was not present. A couple of safety-related comments were made: reminder not to taxi back to the pits; don't run up electric motors behind the red safety line.

Field Marshal's Report - Fred reported that mowing is progressing (Eric helped mow for about four hours); the trail

mower has a problem with its governor - the engine is overspeeding. Paul Milton offered to take a look at it.

Ed will bring his tractor and shredder out to mow the rough area under the trees.

Fred reported that we need to schedule a work day to remove dead trees. It was tentatively scheduled for Saturday, July 17th, beginning at 7am. Fred will ask Doug to contact the Corps of Engineers regarding placement location for the dead wood.

Announcements - Lance thanked Doug for his great work in directing the Club's participation in this year's Air Show.

Old Business

Memorial Day Celebration Sponsorship - We weren't able to get the sponsorship donation to the Railroad Museum in time, so the Club won't be sponsoring this year's celebration.

Corps of Engineers Lease - There was discussion regarding the 5 Year Plan that the Corps of Engineers requires for our lease renewal; Lance will submit the plan.

New Business

New push mower - Fred commented that a push mower would be handy for mowing around the pit area. A motion was made and seconded to allow Fred to purchase a mower for up to \$300; the motion passed. Paul Horan commented that he had a weedeater to donate to the club.

Fun Fly - Buster reported that everything was in order for the upcoming Fun Fly. Mark and Lance offered to cook sausage wraps, Frank will bring drinks.

Trip Reports - Don Mondrik attended the Fred Cates Memorial Fly-in in Rockdale. 18 to 20 pilots attended, and about \$2,000 were raised.

Don and Fred attended the Electric Fly-in at the Killeen field; it was very windy.

Blunder Awards

1) Larry Macie was attempting to do a roll with his helicopter but didn't succeed, he creamed it tail first.

2) Fred flipped the switch off on his transmitter and the failsafe took the motor to full throttle unexpectedly.

Larry won this month's Blunder Award.

Show and Tell - John Greiner gave a very interesting presentation regarding his first helicopter and showed a video of himself flying his homebuilt full scale airplane.

Meeting adjourned at 8:27pm

Minutes recorded by *Frank Sodek*
VP/Secretary

The Temple Aero Modeler

Treasurer's Report



Beginning Balance : \$4,214.00

Deposits:

Raffle sales (Airshow, Max)	\$931.00
Dues	\$90.00
Total Deposits: \$1,021.00	

Debits:

Mower fuel (Ed)	\$58.25
Postage (Lance)	\$1.39
20 gate keys (Lance)	\$36.00
Shade cover (Doug)	\$108.00
Ronald McDonald House	\$20.00
Total Debits: \$223.64	

Balance May 2010: \$5,011.36

Submitted by *Buster Hinkle*
Club Treasurer

Safety Officer's Report

By **Larry Macie**

How about a little summer safety? The longest day of the year has just passed, and that's the sign of the beginning of a probable long, hot summer. Sure seems like summer has already been here for a while. The weather has been hotter than normal and no relief is in sight. It has been near 100 degrees for the last 2 weeks. So please remember to try and stay hydrated and stay in the shade and protect yourself from the sun as much as possible.

As some of you know, losing your airplane can be a trying task. Tromping out in the thick of the vegetation can really take it out of you. So please remember to take someone with you and/or at least a cell phone. You never know what might happen. Bring something to drink - water is the best, however some do prefer other beverages. So to recap about this summertime at the airfield, try and stay in the shade, drink plenty of fluids, use sun screen and have fun. Let's make this a safe flying summer.

Larry Macie
Club Safety Officer
hilaireg@aol.com

20th Annual Fun Fly

By **Buster Hinkle**

Sunday was clear and very windy. Six pilots from Bryan, three from our club and two from Arlington flew in the contest. Bill Kuntz from Arlington finished in the top two places for eight years, then didn't show up for seven years. He would usually bring other pilots from his club with him. He brought Ray Thompson with him this year. It was good to see them. Louigi Wolfe from Bryan started flying the contest in 2001 and has flown every year since, except for 2005. He brought Shawn Rasco with him the first year, then John Bowling, Doug McHan and Gearl Rasco started coming. They also come to our big combat meets. Terry Hix and Kevin Morris sometimes come and this year Gerald Richey and Mike Henry were with them. They are a lot of fun and we really enjoy having them. Frank, Fred, and Larry were from our club.

Bill and Ray brought the same plane they always have except with electric motors. I was concerned about that and addressed it in the meeting. We agreed that they would have an advantage but with the strong wind and gusts they would be equal and that turned out to be true.

Bill won the loops and rolls event, Ray got 2nd and Louigi 3rd. Bill's times were about seven seconds more than his prior average. The fickle winds of fate took its toll on Frank, Terry, Mike and Bill. They all lost their landing gear. Bill had a lot of trouble with it. Frank and Mike did not finish the contest. Louigi's times averaged the same as last year.

Louigi won the balloon bust. He got seven out of nine circles and three balloons. John Bowling and Kevin Morris tied for second. John got six circles and two balloons while Kevin got six circles and three balloons but had two bad landings. Ray won 3rd. Bill and Ray didn't get a balloon - the wind was rough on their light planes. Bill always got a lot of balloons and never missed the circle; he missed it four times this year.

Louigi won the contest with 8,615 points. Ray was second with 8,515, Bill was third with 8,080, followed by John (8,020), Kevin (8,000), Larry (6,445), Gerald (6,440), Terry (6,230), Fred (4,600), Mike (2,240) and Frank's plane was acting squirrely and tore off the landing gear.

All the pilots did a good job flying in the rough wind and nobody tore up more than their gear. We had a lot of spectators; I counted 26 total people the one time I counted. John Cobb showed up and wished he had a plane ready. Mark cooked sausage, Lance brought a cold watermelon and Frank brought drinks. Derek Hinkle ran the scoreboard. We all had a good time and I want to thank everyone for a great contest. Hope to see ya'll next year.

Buster Hinkle, CD

The Temple Aero Modeler

5

Combat News

The combat season has been pretty tough on the planes this year, check out the photos below. Several more combat sessions are coming up, so come out to the field and watch, you won't be disappointed.

Photos by Frank Sodek



David Macek got to wade into the water to retrieve his plane after having a mid-air during his first experience flying combat.



Stretch! David needed longer arms to reach his plane without getting his feet wet.



Mark Cullison splattered his plane completely across the runway after a mid-air.



Here's a closeup of what's left of Mark's tailplane after his mid-air while flying combat.

The Temple Aero Modeler

6

Crashless Flying

Reprinted from NOTAM, Lewis Jordan, Editor

Fly RC long enough and you will experience a crash. However, some pilots seem to crash often—too often. Let's explore some of the causes of crashes and perhaps minimize crash opportunities.

Split Second Delay Crashes: High speed creates high loads on the plane's control surfaces and servos, causing a possible split second delay of control after a stick input. A split second delay is all that is needed when your plane is in some maneuver heading toward that ground at 100 mph (147 feet per second). Point the transmitter antenna at the airplane you can create a cone of silence at your receiver, which can cause a control response delay.

Pilot Orientation Crashes: Another cause of crashes is a non-mechanical one: pilot orientation. If you are low and fast and lose orientation, expect a crash. Have your airplane flying level or in an upright attitude while flying close to the ground.

Distraction Crashes: Another non-mechanical cause: distraction. If you allow yourself to be distracted, even for just a couple of seconds, you're likely to crash. If you are stung by a bee, step on what you think could be a snake, or have another critter eating your pants leg, put your plane in a series of tight loops with full up elevator, then take care of your business and your airplane will still be there when you can tend to it again, not two miles downrange. This may be overly simplistic, but you get the general idea. All pilots get distracted sooner or later. Think out in advance what you will do so your fingers will react when you do get distracted.

Aerobatic Crashes: Among the many maneuvers pilots enjoy, snap rolls are at the top of the list. Just be prepared for that fatal snap of a control surface during this maneuver. Pilots usually enter a snap full bore with full deflection on all control surfaces. This can load your airplane up to as much as 30 Gs, plus air drag loads. Inspect your airplane carefully after doing this violent maneuver.

Elevator Crashes: Let's spend some time with the elevator. This is the most important crash prevention control on your airplane. First, the elevator itself must be built from good material. Too hard and brittle is not good; too soft is not good either. In today's world, the high-quality ARFs take care of this. Use your best servo in the elevator. I don't like the standard servos on any function except the throttle.

Buy some good servos for your primary control surfaces. Next, use only strong, stiff rod linkages from servo to the control horn. Fiberglass rod systems are great for long runs. Strong, stiff wire works well for short runs. It's very important to keep the bends in the wire to a minimum. Lots of pilots use them, but I don't like the flexible Nyrod-type systems. Any movement of flex here could allow surface flutter, and also

cause a split-second delay crash. The plastic clevises and control horns supplied in many kits leave a lot to be desired. Get these items from Du-Bro or Hangar 9.

Dirt and grit will weaken the plastic clevis pin very quickly, and generally they are too soft and flexible. Consider using metal or the super strong carbon fiber clevises and control horns. Metal-to-metal contact is taboo, but most metal systems have an insulator to prevent any metal-to-metal contact. Always install a rubber or nylon safety "keeper" on all your clevises.

Servo Damage Crashes: Servos can be unknowingly damaged by a hard landing or by bumping a control surface while loading the airplane into a car. What happens is the servo's gears get cracked but it continues to operate until subjected to flying loads, then the gears break. After a hard landing or a bump, and from time to time, check your servos by applying slight hand pressure to the control surfaces while operating the servo. If it takes hand pressure, it will usually stand up to flying loads.

Take-off Stalls: The airplane will very likely turn to the left during take-off. One method to prevent this type of crash is a high-speed takeoff run and a shallow climb after liftoff until maximum climbing speed is reached. Use rudder to maintain direction with very careful use of ailerons to stay level. If the engine quits on takeoff, don't try to turn back to the runway. Keep the airplane heading into the wind and make your landing.

Landing Turn Stalls: A very common pilot error occurs while setting up a landing approach and performing too steep a turn from downwind to final. Airplanes stall at a much higher speed in a bank, and a steep bank into the wind will quickly slow the airplane and cause it to stall. Keeping turns shallow on your approach will help prevent this type of stall, and using rudder to turn will also help keep the turns shallow and reduce the additional drag of the ailerons. This becomes especially critical if landing dead stick.

Routinely check and tighten motor and engine mounting screws. Carefully inspect and test all flying surfaces. Pull on them to make sure the hinges are secure.

Crashes are extremely frustrating and expensive. With a better understanding of what causes crashes, we can more easily prevent them.

<<<< **Field Work Day Notice** >>>>

There will be a field work day on Saturday, July 17th to remove dead trees, beginning at 7am. All help will be appreciated, bring your chain saw if you have one, and gloves. For further info, call Fred Huber: 698-4777.

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

- June 24-27 USRA Texas Unlimited Races – Hearne
- June 26-27 Ft. Bend RC Big Bird - Rosenberg
- June 26-27 Prop Nuts Lone Star Pattern Challenge – Crosby
- June 26-27 SAPB Electric Fun Fly Festival – Somerset
- June 27 114th RC Float Fly – Grapevine
- Jun 30-Jul 4 Flyin' D Ranch 4th of July Celebration – Glen Rose
- July 10 GAMA Fun Scale for Charity – Georgetown
- July 17 HSF Summer Picnic – Houston
- July 17 4 States Helicopter Rally – Texarkana
- July 24 Warbirds Over Space City – Katy
- July 24 Falcons Float Fly – Lake Dallas
- July 31 BVRC Big Bird – Bryan
- July 31 Texoma RC Warbird/Big Bird – Sherman

Frank Sodek - Editor
510 West Shell
Temple, TX 76501

Combat – June 27th
Club Meeting – June 28th
Combat – July 11th and 25th
Field Work Day – July 17th

"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.