

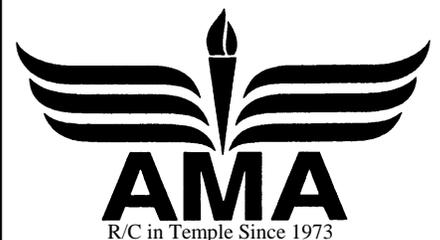
The Temple Aero Modeler

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

March 2012



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



*Club Meeting –
Mar 26th*

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

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 (one week early due to holiday)	7:30pm
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

From left to right; Larry Macie, Doug Staines, and Don Mondrik – The Fence Builders!

Photo by Mark Cullison

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

The Temple Aero Modeler

President's Report

by Frank Sodek



Greetings, I hope everyone is doing OK and enjoying Daylight Savings Time. I'm always happy when the clocks are moved forward and I get to have some extended daylight after work for doing outside chores. The start of Daylight Savings Time normally also marks the start of the Club's Wednesday evening New Pilot

Training sessions, however this year we decided to delay the start of training until Wednesday, April 4th. This will allow the days to get a little longer, giving us more time after work to get some training flights in. If you need help learning to fly, come out on Wednesday evenings beginning April 4th and our club instructor pilots will be available to help you. While new pilots being trained have flight priority on Wednesday evenings, there normally is time available between training flights for experienced pilots to get some flying in, too.

At this month's meeting we'll be finalizing plans for the upcoming Spring Picnic and first round of Combat flying, to be held on Sunday, April 29th. The picnic consists of a pot luck lunch beginning at 1PM. Everyone should bring a dish of goodies, the club will provide drinks and plates/utensils. After pigging out we'll start the combat fun, and between combat heats there will be plenty of time allocated for flying, so bring your planes even if you're not participating in Combat. And don't forget to bring your family and friends – the more folks that come to the party, the merrier it will be!

See you at the flying field,

Frank Sodek

fsodek@aol.com

Paul's Korn'r

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

Treasurer's Report



Beginning Balance: \$6,431.90

Deposits:

Dues..... \$450.00

Total Deposits: \$450.00

Expenses:

Ronald McDonald House..... \$25.00

Max Blöse's Runway..... \$250.00

AMA Club Charter.....\$90.00

Total Expenses: \$365.00

Balance February, 2012: \$6,516.90

Submitted by *Buster Hinkle*

Club Treasurer

Meeting Minutes

Monday, February 27, 2012

Call to order: 7:30

New Members:

Welcome back Rich, hope to see more of you.

Minutes from last meeting:

Mark made the motion to accept minutes as printed.

Larry seconded, no opposed.

Safety Report:

Paul has concerns about aligning our rules with current AMA's. He announced a meeting of the safety board after the club meeting.

Mark Harris mentioned while visiting the field, that other members were flying without using the frequency board. Paul will cover this issue in his next safety article. (Larry Macie and John Rovetto, call Buster Hinkle at 718-0243) Safety is everyone's responsibility. Tactfully (the art of telling someone where to go and make them look forward to the trip) ask them to comply if you are faced with the situation.

An issue was brought up concerning the use/non-use of the flight stations. If you fly, you must stand at a flight station (exceptions to be addressed in the revised field rules).

Field Marshalls report:

None. Was mentioned that the tires on the mower

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were flat and needed to be repaired/aired up.

Announcements:

Larry is looking for help to erect a fence at the air field. Work is scheduled for March 17th at 12 noon.

At the time of the meeting we learned Fred had undergone Gall Bladder surgery recently. He seems to be doing well. I would ask that if anyone in the club has a medical or problem that we as a club can help please let us know. We all are concerned with each other's well being.

Old Business:

Air Show: Lance is once again the CD for the event. His first meeting with the event organizers is March 11th

New Business:

Field Spraying: Larry asked about the spraying of the field for burrs. Mark made a motion that chemicals be purchased for the spraying, seconded by Fred. Ed will coordinate with Frank.

Trip Report: None

Blunder Awards:

Mark Greger - for exhausting effort in trying to start engine and found out fuel lines were switched.

Mark Harris - for loose muffler and broken landing gear

Needless to say Mark Harris won because of his presence at the meeting.

Adjourn:

Paul made motion at 8:10 seconded by Mark no opposed.

Minutes recorded by *Roger Miller*, Secretary

Submitted by *Roger Miller*, Secretary

TIPS & TRICKS

Airplane Cleaner

- 5 cups hot water
- ½ cup ammonia
- 1 cup rubbing alcohol
- 1 oz. of Dawn dish detergent

Mix all the ingredients in a clean milk jug; pour enough into a small spray bottle for field use. This solution cuts through the old buildup on the underside of your airplane, and leaves it squeaky clean.

Caution: Dawn seems to be the only dish detergent that cuts through the oils and does not leave a residue on the model.

—From the Utah Valley Aeromodelers, Lehi UT

Crash Etiquette

From the Long Island Radio Control Society, NY

While bent over your model tweaking the needle valve, too often you hear “I ain’t got it ...” followed by a low frequency thump. Usually several expletives will be inserted, some used imaginatively. A hand-crafted masterpiece of airframe miniaturization crammed with state-of-the-art electronic equipment, and powered by an exquisitely machined engine is no more. The pilot who is frequently the builder/owner has made an unscheduled landing or has discovered the radio in his hands has a greater range than the eyes in his head.

Your immediate problem is how to react. Generally, it is considered bad form to immediately ask if you may borrow the pilot’s glow plug battery. Similarly, you probably shouldn’t ask if he’s finished with the frequency clip.

Any equipment related reasons for the crash you hear are, by definition, reasonable. Pilot error is too rare and sensitive to suggest, so don’t say, “That’s odd, I haven’t had any problems on that frequency today,” until at least an hour after the crash. Offer to help go look. Don’t say “It sounded like it hit something solid.” Note that most lost models are found and returned. Don’t ask if he has his name and phone number on the model, or wonder out loud if the model hit a house or a car.

If it looks like more than enough people have volunteered to help with the search, try to weasel out of going. There are ticks and poison ivy out there, and seeing a grown man cry isn’t pleasant. If the pilot takes a plastic bag with him or comes back empty handed to get one, assume the worst. Actually, in a really bad crash, two hands and a pocket are enough space for anything worth salvaging.

Whatever you do, don’t hold a postmortem on the spot. The pilot probably doesn’t want to discuss:

- Battery condition
- Poor construction
- Pilot error
- Used rubber bands
- Fuel tank capacity
- Light blue covering
- Model selection vs. pilot skills

As best you can, avoid specifics, sound supportive, and look appropriately grave. You’ll want the same consideration someday.

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FOR SALE: "Swallow" Pattern Plane, 65.5" wing span, 66" length. Excluding engine and receiver. Asking \$100. Contact Mark Cullison at mcullison1@aol.com or 773-9686.

Mark Cullison - Editor
218 Tanglewood Rd
Temple, TX 76502

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