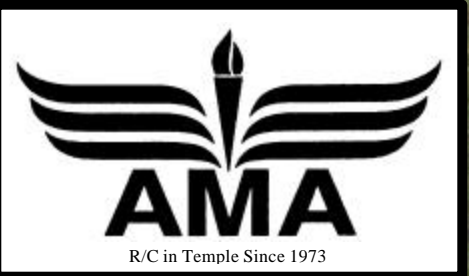


The Temple Aero Modeler

The Official Newsletter of the Temple Aero Modelers Radio Controlled Aircraft Club.
October 2003



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



*Combat -
Oct 26th and
Nov 9th*

CLUB INFO

*Santa Pal/Ronald
McDonald Fly-In
- Dec 7th*

2003 Officers

President: Steve Meyer
939-6394
Vice Pres/Sec. Ken Schulz
773-3866
Treasurer: Buster Hinkle
982-4746
Safety Officer: Bobby Zikes
773-3773
Field Marshal: Rick & Travis Berry
939-3296

Temple Event Schedule

Oct 26 Combat*
Nov 9 Last Combat*
Dec 7 Santa Pal/Ronald McDonald Fly-In
Dec 15 Christmas Banquet/
Officer Elections

**Notice of time change ... combat
will begin at 1:00pm on Oct 26th
and Nov 9th.**

Instructors

Frank Sodek, Jr. 773-8081
Mark Cullison 773-9686
Steve Meyer 939-6394
Paul Horan 780-1274
B.W. Ponder 778-6182



District VIII Events

(This is not a complete list)

Nov 1 UFOs Over Texas (night flying), Huffman, TX
Nov 8 RSVP Fly-In (Bring a trainer and teach a kid to fly), Midland, TX
Nov 8 Bayou City Flyers Big Bird, Houston, TX
Nov 15 Toys For Tots Fly-In, Killeen, TX
Nov 15 War Bird Fun-Fly, Orange, TX
Nov 15 Toys for Tots Fun-Fly, Houston, TX
Nov 15-16 Tri-City Flyers Fall Big Bird, Kingsbury, TX

On The Cover

A familiar sight at Beginner's Night... Doug Staines and his RCM Trainer. Doug is almost ready to 'Cut the Cord' and go solo!

Photo by Frank Sodek, Jr.

Mark Cullison Co-Editor 773-9686
Frank Sodek, Jr. Co-Editor 773-8081

On the web at:
<http://home.hot.rr.com/taeromodelers/aero.html>

The Temple Aero Modeler

President's Report

by *Steve Meyer*

Greetings,

Fall is upon us. The days are getting shorter and cooler. But what great flying weather this is. We held our annual Fall Family Picnic on Sunday September 28th. A great time was had by all with lots of good food and fellowship. Did I mention the flying? Also Great! Not a single mishap all day, even after several rounds of Combat. Thanks to all who contributed to make this event a success.

Our annual Fall Fun Fly was held the following Sunday, October 5th. The event was coordinated by The "Big Kahuna" Buster "Rain Man" Hinkle. Guess What? More rain! I am going to start planning my Spring and Fall crops around Buster's Fun Flies. Yes it did rain again, but everyone was patient, and clearing prevailed, enabling us to get in all rounds of flying. I am always glad to see newcomers to the club participate in these events. Thanks Jeff Pitts and Bob Higginbotham for being there. Also a big thanks to John Hill and Max Blose for driving over from the Waco club to join us. I hope that when I reach Max's age (50), that I can fly as well as he does. John told me that this was his third trip over to fly with us this year, and it has rained all three times. We can pair up Buster and John for a sure nuff "Rain Dance". Thanks Buster for coordinating this event.

As this month winds down, so will our Wednesday evening pilot training sessions. But as Frank Sodek Jr. is quick to point out, "Never fear, just bring your trainers out on Sunday afternoons". There is usually someone at the field who can help. Or better yet, there is an instructor list, complete with phone numbers, on the club information page within this Newsletter.

As this year closes in on us, we have a few rounds of Combat left. These events will start at 1pm beginning October 26th, with the final round to be held November 9th.

In December, we will hold our annual Santa Pal Fly-In December 7th, then our Christmas Party on the 15th. At our October 27th meeting, we will have a presentation by Bobby Zikes, so I know everyone will want to be on hand for that.

Safe Flying,
Steve Meyer
oscar54_2000@yahoo.com

Safety Report

More "safety soup" this month. Just about the most dangerous thing I've seen done this month at the field is simply kneeling down on the grass. What a healthy crop of grass burrs we have! The second most dangerous thing would be tracking the grass burrs across the carpet when you get home. (I would never do this. I'm just told it's a dangerous thing to do.) A handy gadget to have in your flight box right now is a pair of hemostats. They're great for pulling grass burrs out of shoes strings and wheels.

By the time you read this, I hope to have our filed GPS coordinates posted in a very visible spot at the field. Thanks to all club members who supplied me with the GPS information.

About those digital servos. I have learned that if you are using digital servos in your system, you should be upgrading your switch harness and any servo extension wire to heavy duty grade. You can get those from Max Blose. I just bought some.

Don't forget to renew your AMA membership!

Submitted by *Bobby Zikes*
Safety Officer
bzpostal@hotmail.com

Treasurer's Report

Beginning Balance	<u>\$4,932.26</u>
Total Deposits:	60.00
Debits	
Ronald McDonald – rent.....	20.00
Frank Sodek, Jr.....	22.53
AMA Magazines for libraries.....	40.00
Jeff Pitts (Ladder, lock, chain)...	151.08
S&M Vacuum (drain toilet).....	150.00
Total Debits:	(383.61)

Balance September 2003 \$4,608.65

Submitted by *Buster Hinkle*
Club Treasurer

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Meeting Minutes

Steve Meyer called the meeting to order at 7:33pm on September 29, 2003. The meeting was held at the Ronald McDonald House in Temple.

Ken Schulz summarized the Minutes from the August meeting. The minutes were accepted by Buster Hinkle and seconded by Paul Horan.

Buster Hinkle presented the Treasurer's report. The Treasurer's report was accepted by Frank Sodek Jr. and seconded by Paul Horan.

Old Business

East Property Line

Steve Sanders will be getting with Mr. Brown to determine what the club needs to do during hunting season when crossing the property line. It was stated that the club might need to purchase orange safety vest to wear when crossing the fence is required.

Combat

Mark Cullison gave a report of the standing. 1st Mark Cullison, 2nd Steve Meyer and Bobby Zikes, 3rd Frank Jr., and 4th Don Mondrik.

Wednesday New Pilot Training

There have been 262 training flights on Wednesday training sessions to date.

Outhouse

The outhouse has been pumped out. It was stated that the tank is a 1500-gallon tank.

Lawnmower

John Rovetto stated that the mower is cutting well. John Rovetto stated the lawn mower need servicing.

Poker Fly-In

Rained out.

Fall Picnic

The Fall Picnic was held on September 28. There was lots of food and good time had by all who attended.

Flight Simulators

Frank Sodek Jr. made a motion that the club by 2 G2 Light simulators for \$129 apiece. John Rovetto seconded the motion. The motion passed and Frank Sodek Jr. will order the simulators.

Ladder

Jeff Pitts acquired an extension ladder, which is chained to the side of the mower box.

Cub-Scout Pack 118

Pack 118 gave the club a certificate of appreciation for the flight training.

AMA Dues and District 8 VP elections

Steve Meyer reminded everyone that your AMA dues are due now and to vote for the District 8 VP elections.

New Business

Fall Fun Fly

The contest will be held on October 4 @ 1pm. The events will be the same as the sanctioned fun-fly. Frank Sodek Jr. will be bringing the drinks.

TAG Students from Killeen.

TAG is planning a tentative date for flight training on March 6th or 7th (ed. note: actual date is March 10th)

Wednesday New Pilots Day

Jeff Pitts started a discussion about making Wednesdays new pilot training and senior day. The discussion was tabled.

Christmas Party

Frank Sodek Jr. reserved the room on the 3rd floor of the Temple Public Library for December 15th.

Combat Start Time Change

Combat start time has been changed to 1pm.

Blunder Awards

1. Zach Skrabanek hit the safety barrier while landing his 4-Star 60. The safety barrier stopped the prop and no one was hurt.

Zach wins by default!!!

The meeting was adjourned at 8:36pm.

Submitted by *Ken Schulz*

Vice President/Secretary

Fall Fun Fly

Frank Sodek Jr., Bob Higginbotham, Jeff Pitts, Ken Schulz, Bobby Zikes, Steve Meyer from our club and Max Blose and John Hill from Waco flew in the contest. About midway through the first event the rain ran us under the shelter for about ten minutes. The squeegee crew went to work and we flew two more rounds before the rain came back and brought some strong wind with it. It rained for about twenty minutes, heavy at times. Everybody except Bob stayed and got wet under the shelter. The squeegee crew went back to work. And we finished the second contest of the year.

Ken won the loops and rolls with Steve 2nd and Bob 3rd. Ken Schulz won the balloon bust with Steve 2nd and Bobby

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3rd. Ken won the contest with 9,440 points Steve 8,470, Bobby 8,025, Frank 4th Max 5th John 6th Bob 7th Jeff 8th.

The highlight of the contest was Frank taxiing from the end of the runway to the pits in reverse. He dinged the prop on landing and the engine switched rotation and he didn't know it until he wanted to taxi. Frank did an excellent job in reverse. Doug Staines ran the scoreboard.

Buster Hinkle
Fun Fly CD

SEARCHING FOR THE PERFECT WINDY WEATHER AIRPLANE

By *CLAY RAMSKILL*

All too often, on an otherwise nice but windy day, folks just don't fly. Obviously, for a beginner, that's just common sense—but for someone with experience, the wind should be another challenge to add some spice to flying. While it's easy to see that experience level has a lot to do with how much wind is too much, it may not be quite as apparent that the type of airplane you're flying also has an effect on your ability to handle winds. Let's go through some airplane design features and see which ones have the best flying characteristics to handle winds and the resulting turbulence.

Size: In general, the larger the airplane (everything else being equal), the better it will handle winds of all kinds. They don't "flop around" as much!

Dihedral: The more dihedral in an airplane's wing, the more it is going to be affected by crosswind gusts. It is hard to keep the wings reasonably level, and therefore, lineup to the runway is difficult in a crosswind situation. **Wing loading:** The higher the wing loading, the less an airplane will be affected when hit with a gust.

Aspect ratio: Lower aspect ratio (stubby) wings will be less bothered by gusts; there is less leverage for side forces to upset the airplane, and the lower aspect ratio wing has a greater tolerance to changes in angle of attack caused by gusts.

Power: It's pretty obvious that having the power to overcome the forces provided by the wind is a must. The same goes when you get into a sticky situation.

Lateral control: Ailerons are very beneficial in a crosswind, in landing, and in takeoff phases. The ability to dip a wing into a crosswind without changing heading is essential, as is

the ability to rudder the airplane parallel to the runway heading while keeping the wings level with aileron during landing.

Landing gear: Tri-gear airplanes are easier to land and take off in a crosswind than taildraggers. The wider the spread on the main gear, the better.

Maneuverability: This one's a bit harder to quantify. You want an airplane with stability, yet you do need good maneuverability to cope with wind gusts. So you want an airplane that is stable, yet responsive.

Wing mounting: Generally, a low wing airplane will handle crosswinds better. This is because the center of gravity of the airplane is nearer, in a vertical sense, to the aerodynamic center of the wing. So the low wing airplane is not rolled by a side gust as easily. Also, by mounting the main landing gear on that low wing, you can spread them out wider.

It's unfortunate that almost every item above is in opposition to the characteristics of popular trainers, the main exception being the requirement for tricycle landing gear. But even with trainers, there are differences. Compare a Seniorita with the Cadet Mk2. While the Seniorita is a bit slower and easier to fly, the Cadet, with its ailerons, higher wing loading, lower aspect ratio, and lower dihedral, is a far better airplane to fly in windy conditions.

In closing, I offer Confucius' only know saying about Radio Control flying—"To learn to fly in wind, one must fly in wind."

via Balsa Chips
Connecticut Model Airplane Club
Ray Hinds, editor
Huntington CT

Raymond Caffrey, Sr.

Raymond Caffrey Sr., 63 years old from Belton, died at Scott and White Hospital on Wednesday, October 15, 2003. Funeral services were held on Saturday, October 18. Raymond was a frequent spectator at the field this past summer.

He is survived by his wife Barbara, his son Raymond Jr. and daughter Adrienne Evers, all from Belton.

Photos from the Flying Field and Beyond



Frank Sodek, Jr.

Father and son team James McCormick, Sr. and James McCormick, Jr. ready their Super Cub for a flight.



Frank Sodek, Jr.

Steve Meyer flies newcomer Gerry Nolan on a buddy box.



Frank Sodek, Jr.

Another father and son duo, Mark and Don Cullison, engaged in a bit of tag team flying.



Julie Pitts

Jeff Pitts is caught in the act of signing the "Blunder Award" trophy.

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Notice of time change

Combat will begin at 1:00pm
on Oct 26th and Nov 9th.

>>NOTICE<<

During the months of November, December and the first week of January, anybody crossing the east fence will be required to wear a “blaze orange” safety vest. Our neighbor will be deer hunting this season and has asked that we wear them at all times when we need to visit his property to retrieve downed aircraft. Doing so is in everybody’s best interest. Let’s continue the good neighbor tradition!

Mark Cullison - Editor
218 Tanglewood Rd.
Temple, Tx. 76502

**Combat - Oct 26th & Nov 9th
Santa Pal/Ronald McDonald Fly-
In - Dec 7th
Christmas Banquet/
Officer Elections - Dec 15th**

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