

The Temple Aero Modeler

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

June 2025



This month's meeting will be held Monday, June 30th at the Ronald McDonald House in Temple (2415 S. 47th) beginning at 7:30pm.



CLUB INFO

*E-Combat
June 22nd*

*Night Fly
June 27th*

*Club Meeting
June 30th*

2025 Officers

President: Chris Boultinghouse
(512)632-6920

Secretary: Frank Sodek (254)295-6204

Treasurer: Buster Hinkle (254)718-0243

Safety Officer: Ryan Benefield (512)983-0506

Field Marshal: T.K. Crisi (254)368-5443

Instructors

Paul Milton (254)493-1339

Frank Sodek (254)295-6204

Larry Macie (254)291-4590

Chris Boultinghouse (512)632-6920



On The Cover

The top three finishers of the Sanctioned Fun Fly were (L-R) Ryan Benefield (3rd), John Cobb (1st) and Derek Hinkle (2nd). Buster Hinkle was the Contest Director.

Photo by Marsha Hinkle

Temple Aero Modelers Upcoming Events Schedule

Jun 22	E-Combat	1:00pm
Jun 27	Night Fly	6:00pm
Jun 30	Club Meeting	7:30pm
Jul 13	E-Combat	1:00pm
Jul 25	Night Fly	6:00pm
Jul 28	Club Meeting	7:30pm
Aug 10	E-Combat	1:00pm
Aug 22	Night Fly	6:00pm
Aug 25	Club Meeting	7:30pm
Sep 14	Poker Fly	11:00am
Sep 19	Night Fly	6:00pm
Sep 28	Fall Picnic + e-Combat	1:00pm
Sep 29	Club Meeting	7:30pm

Club business meetings are held on the last Monday of each month, with the exception of May (pulled up one week because of Memorial Day) and December (replaced by the Christmas Banquet).

Frank Sodek – Editor (254)295-6204
Mark Cullison – Editor's Assistant

On Facebook: @TempleAeroModelers
On the web at: www.templeaeromodelers.org
Web Master: Chris Boultinghouse
caboultinghouse@yahoo.com

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President's Report



Hello fellow aviation nuts!

This month's column continues the theme from last month, moving on to battery terminology and safety.

First, some terminology. You hear things like "6S" or "2C" or "C Rating" when talking about lipo batteries. But what does that mean?

- 6S: Six cells wired in Series.
- 2C: Two times capacity. Usually used as a term when charging. For example, if you want to charge a 1300 mah battery (any number of cells) at a 2C rate, you'd set your charger for 2.6 amps. It's generally considered safe these days to charge a pack at 2C, but for absolute longest cycle life, 1C is better. It just takes longer to charge.
- C Rating: A number completely made up by marketing types to make their batteries seem better than others. I'm not kidding! C Rating is the biggest lie in the RC hobby. I guarantee that the "100C" battery you bought can't output 100 times its capacity in power. That would mean you could pull 130 amps from a 1300mah pack! I guess you could, for about 1 second. Then the wires would melt and it would go up in flames. For more information about the C Rating, and why it's all lies, check out this video: <https://www.youtube.com/watch?v=cNBCUcedcoA>

Now let's move on to battery use and care. In general, I try to never discharge my packs below 20% of their rated size. I fly a lot of 6S 5000 packs, so I try to never take out more than 4000mah from the pack. How do I know this? Many of my models have telemetry that includes battery consumption. That makes it easy, I just fly until my radio tells me I'm approaching that threshold, then I land. For those models that don't have telemetry, I use a timer. But how do you know what to set the timer for? Experimentation! On a new model I'll set a conservative timer, say 4 minutes. I'll fly my normal style for 4 minutes and land when the timer expires (or as close to it as possible). I will then recharge that pack and note the mah that it took to recharge. Let's say 4 minutes used 1200mah. Math says that's 300mah per minute, so if I want to use a maximum of 4000mah from the pack I could set my timer for 13 minutes. In reality, consumption varies depending on how hard you lean on the throttle, so I'd probably set the timer for 10 minutes to leave myself some wiggle room for extra hard flying or a couple of go-arounds.

And now a few comments about charging. First, and most importantly: NEVER LEAVE BATTERIES CHARGING

UNATTENDED! Just last week we had a battery fire at the field. They were charging over on the charging shelf, and we heard them start popping. It's not clear what caused the fire, but I suspect it was a charger failure of some sort since the batteries were new and in good shape. But the reality is, a lipo battery can decide it's a good day to die at any given moment. It's just more likely to happen during charging. Make double sure your charger is set for the correct charge rate, and if you have an old charger that makes you choose the cell count (instead of detecting it when you connect the balance connector) then I highly recommend getting a newer charger. They're not expensive, and the consequences of charging at the wrong voltage are severe. And speaking of the balance connector, ALWAYS balance charge! Don't skip it. To quote Mad-Eye Moody from Harry Potter: "CONSTANT VIGILANCE!"

Hopefully these last few columns have helped demystify electric power systems. Let me know if you have more questions!

Till next time. See you at the field!

Chris Boultinghouse
Club President cboultinghouse@yahoo.com

Treasurer's Report



Beginning Balance: \$4,260.02

Deposits: None

Expenses:

T.K. Crisi (mower gas): \$33.40

Ronald McDonald House: \$25.00

Total Expenses: \$58.40

Balance May 2025: \$4,201.62

Submitted by *Buster Hinkle*
Club Treasurer

Meeting Minutes (May 19, 2025 meeting)

The meeting was called to order at 7:30pm by our Club Treasurer, Buster Hinkle.

New Members/Visitors – None.

Minutes – Minutes from the April meeting were approved as printed in the newsletter. A motion to accept the Minutes was made by T.K. Crisi and seconded by Ryan Benefield.

(Meeting Minutes continued on next page)

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(Meeting Minutes continued from prior page)

Treasurer's Report – The Treasurer's report was read by Buster Hinkle. Motion to accept the report was made by T.K. Crisi, seconded by Ryan Benefield.

Safety Officer's Report – Our Club Safety Officer (Ryan Benefield) reported that the past two combat events have been really eventful as Mother Nature has brought to our attention how we can be more aware of the safety of our pilots. To some pilots, wind can be really fun to fly in but just as well means we need to be more aware and spotting for anyone who passes through the gate. Also, we are now going to require that combat pilots need a trim flight before you can be in the contest. Just to be on the safe side, so everyone can have a safe flight. If all else fails, drink water and stay hydrated.

Field Marshal's Report – TK reported that he repaired the screening on the vents of the bathroom, but mosquitos are still an issue. Buster said he'd drop some mosquito dunks into them to help kill them. Paul Milton mowed the field, it looked great for the combat event. Buster Hinkle is still researching obtaining a stiffer pole to help retrieve planes stuck in trees.

Announcements – Frank sent the newsletter via WhatsApp, but it received mixed reviews from those in attendance. It seems email is preferred, but Chris made them aware there is a PC-based program for WhatsApp that makes saving the file (or printing it) easier than using a phone.

Old Business – The previous combat event was discussed. 22-30mph winds made for challenging conditions. As mentioned in the Safety Report, trim flights will be required going forward to prevent accidents. Also, pilots cannot launch their own planes. A spotter/launcher is required.

Here are the results of the last combat session:

Chris 6 cuts 1 midair / Cobb 4 cuts / Ryan 2 cuts 1 midair / George 2 cuts / Mike 0 cuts 3 crashes / Larry 0 cuts 1 crash
Doug 0 cuts 1 crash

The midair was minor and both kept flying

Overall standings:

Chris 24 / Ryan 15 / Andrew 11 / Cobb 5 / George 4 / Derek 2
Mike 2 / Frank 2 / Bill 2 / Larry 1 / Doug 1

New Business – Upcoming events: Night Fly on Friday, May 23rd, Sanctioned Fun Fly on June 8th, Combat on June 22nd, and another Night Fly on June 27th.

Trip Reports – Buster reported that the Central Texas AirFest was rained out on Friday night but there were large crowds.

Blunder Award – No blunders were made this month!

Meeting adjourned at 8:05pm.

Minutes recorded and submitted by *Chris Boultinghouse* for Frank Sodek (Club Secretary), who was not present.

Safety Officer's Report



The May combat was pretty good, other than having to end the contest early due to unsafe weather conditions including lightning, thunder, rain and even a little bit of hail. As of now going forward Pilots will be required to perform a trim flight in front of one of the judges before being allowed to participate in the event. At the Spring Sanctioned Fun Fly it was brought to attention that we need to have not only a fire extinguisher but a plan B like a bucket of sand by the charging stations after we had an incident in which a battery caught fire while charging. During the incident we were unable to access a fire extinguisher due to the Conex being locked. It is important that the Conex needs to be unlocked while pilots are at the flying field and that there is a fire extinguisher accessible. And if all else fails, drink water and stay hydrated!!!

Submitted by *Ryan Benefield*
Club Safety Officer



A charging battery caught fire during the Sanctioned Fun Fly. *Photo captured from a video taken by Steve Meyer*

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Sanctioned Fun Fly Report

By Buster Hinkle

It was a clear and hot day and the wind was 8-12 mph gusting to 20 mph. Seven pilots signed up for the event and had twenty people in total including spectators. John Cobb won the first event with 26, 25 and 23 second rounds. He got faster every round and he touched in the circle all three times. Derek was second with 35, 34 and 34 second rounds and touched in the circle all three times. Ryan was third with 26, 36 and 24 second rounds but missed the runway on the last round. Chris was fourth with 39, 36 and 33 second rounds and touched in the circle every time. Steve Meyer was fifth, Larry was sixth and Frank James was seventh.

John won the second event with 4600 points. Derek was second with 4500 points and Ryan was third with 4300 points. All three of these pilots touched in the circle 8 out of 9 attempts. John and Derek popped four balloons while Ryan popped three balloons. John touched in the square one time. Derek missed the circle and the square one time. Ryan touched in the square one time. Chris was fourth with 3200 points. He touched in the circle seven times and the square two times but never popped a balloon. Larry was fifth and he touched in the circle seven times as well but the wind gusts got him on the other two and he never got a balloon. Steve hit the circle four times and got one balloon. Frank James hit the circle twice and got one balloon. Overall, John Cobb got 1st place, Derek Hinkle 2nd, Ryan Benefield 3rd, Chris Boultinghouse 4th, Larry Macie 5th, Steve Meyer 6th, Frank James 7th.

The wind was a big challenge but the top three pilots this year all scored higher than the top three pilots the last two years. Ryan has the highest overall score for the last three years. John Cobb and Todd Milton both flew in 2023.

Anna Hinkle cooked the burgers and set up all the fixings and Marsha assisted while running the scoreboard. Anna made homemade Andes mint cookies and Marsha made brownies. I brought the drinks. There were no crashes that couldn't be repaired on site and all pilots competed in all rounds. We all had a great time as Chris mentioned in WhatsApp. Chris got out his helicopter and popped the remaining balloon while flying into it while inverted.

Editor's Note: If the entrance gate to the Ronald McDonald House parking lot is closed, the entry code is **0412**.



There were seven pilots entered at this year's Sanctioned Fun Fly.
Photo by Marsha Hinkle



Chris Boultinghouse is coming in for an inverted backwards balloon pop using his helicopter (circled).
Photo captured from a video taken by Ryan Benefield

HOTMACs Field to be Dedicated to Max Blose

On Saturday 6/21/25 at 11am the HOTMAC Club in Waco is having a ceremony at their field for dedicating their flying field to Max Blose. It is going to be named the Max Blose HOTMAC Field. The field will be open all day for flying any aircraft.

Max was an AMA District VIII Vice-President for 18 years. He founded B&P Associates in 1985, which repaired and built battery packs for model aircraft. He operated the Waco Hobby Stop hobby shop and was a great supporter of our club activities. Max was honored with entry into the AMA Model Aviation Hall of Fame five years ago, and he's been active in the Senior Pattern competitions. Renaming of the HOTMAC field is a well-deserved honor for Max!

Frank Sodek
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Club Meeting: June 30th

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