



Central Texas Modelers mission is to provide an organization for persons interested in the construction and operation of radio and non-radio controlled model aircraft, boats and cars, as a sport and hobby in the Central Texas area. To organize, maintain and operate a model aircraft field under the auspices of the US Corps of Engineers at Stillhouse Lake in Bell County, Texas. To encourage and promote amateur modeling associated with all AMA SIGs; promote safety in radio control modeling and related activities, and to promote research and development in modeling technology.

Principle Office:

The principle office of the corporation in the State of Texas shall be located in the City of Killeen, County of Bell.

Officers:

President: Jim Hillin

254-371-1894

Vice President: William Stone

254-394-3901

Treasurer: Lee Mitchell

254-458-6873

Secretary: Franklin James

254-415-5506

Safety Coordinator: Lee Mitchell

P.O. Box 874

Killeen, Tx. 76540



NEWSLETTER FOR October 2016



NEWSLETTER CONTENT

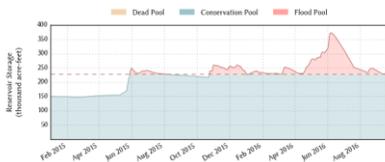
The content of this newsletter is intended to be a service to the Cen-Tex Modelers Inc., members and friends. The editor reserves the right to refuse publication of articles that are not in keeping with the goals and purpose of Cen Tex Modelers Inc. This includes, but is not limited to inflammatory, derogatory, or otherwise objectionable material (to include X rated pictures). The columns included are edited for format and space limitations. Permission is granted to copy articles from this newsletter provided that proper recognition is given. The content is the view of the submitter, and does not necessarily reflect the view of Cen-Tex Modelers Inc.,

PRESIDENT'S CORNER

Well another month runs away sounds like there was a good turn out at GMA sat. Hope you all got a lot of answers to your questions about the covering. Remember it is up for a vote next meeting. Also I hope there are folks thinking about the two board positions coming open in Dec. got to have a full board.

Next month the guys at ARACA have invited us up for flying and a swap meet. The date is Nov. 12th at their field they are always a good host and have good raffle prizes. Plan on going it will be a good turn out I'm sure with good buyers and good things to buy.

Well enough of my ramblings see you all at the field keep em flying.



Current Lake Conditions

Current Elevation 622.11ft

Normal Elevation 622.0ft

Current Release 0cfs

Last Month

Elevation 624.29ft

Meeting Minutes

Meeting was called to order at 6:30 pm by President Jim Hillin.

There were 17 club members signed in on the club roster and all club officers were present.

Having a quorum established the club president Jim Hillin called the meeting and order.

The president asked if everyone had received a copy of the newsletter for September that anyone present had any changes or corrections to the September meeting minutes as reported in the newsletter.

- Hubert Dirr made a motion to accept the minutes with changes and Jim R. seconded the motion.
- The motion was unanimously approved to accept the minutes.
- Minutes filed.

New Members and Visitors

President asked Lee to read the list of new members. To be voted for membership. 5 new members have applied for membership.

President asked for a vote to accept these new members into the club.

- The vote was unanimously approved the gentlemen are now members of the club.

Treasurer's report... Lee Mitchell

- Lee gave the membership current copies of the Treasurer's report for September.
 - The accounts have been balanced for the month along with an increase of the CD.
 - The president asked for a motion to accept the treasurer's report. Herman Syx made a motion to accept the report.
 - The motion was unanimously approved to accept the minutes.
 - Report filed.

Maintenance Report...

1. Be careful with the mowers they are old and not in the best of shape. Check them over before you use them.
2. Remember to clean up after yourself. If you move something put it back. If you move chairs or flight stands for your convenience please put them back.
3. Also a word of thanks goes out to all that have mowed the field during the month.

Safety Report... Lee Mitchell

Water: Bring lots to drink and share with the other unprepared members.

Scorpions and Snakes: They are everywhere look before you pick something up.

Old Business

1. President opened the floor for old business.
 - a. Memorial Fly-in.
 - i. The event was rained out.
 - ii. There was no lost to the club.
2. President asked the club members to apply for CD. The club has very few contest directors.
3. President reported on the mower that was turned it for repairs. The estimate was for \$1000.00 the mower was returned to the hanger and not repaired. The club needs to look for replacement.
4. The tag for the trailer is going to cost more because we do not have an AG exemption. Lee reported that he will go back down and get the tag.
5. Member asked about cutting the outfield. Estimate of the cost which is about \$300.00.

New Business

1. President opened the floor to any new business.
 - a. The president reported that the club needs to look at a new mower. One is broke and the other is due to be replaced. The club officers are looking at new mowers. Lee would look at a new mower for the club.
 - b. The president opened the floor to discuss the installation of geotextile on the field. The members discussed several pros and cons and cost. The president said that the vote will happen next meeting.

Motion to adjourn

1. The president called for a motion to adjourn the meeting.
 - a. The motion was unanimously approved to adjourn.

Supporters of the Club

THE HOBBY CENTER
4104 Stan Schlueter Loop Suit #3
Killeen, Tx 76542 Phone: (254) 690-
7311

kilnhobby@earthlink.net

LOCAL EVENTS

11/5/2016 -- Texas City, TX (C) TCRCC
 OPEN FUN FLY & SWAP MEET.

11/12/2016 -- Orange, TX (C) OCRCC
 ANNUAL VETERAN'S DAY FUN FLY. Site:
 Ames Field. Christopher Somers CD PH:
 940-257-5003

11/19/2016 - 11/20/2016 -- Brenham,
 TX (A) BATTLE OVER BRENHAM. Site:
 Brenham Rc Airplane Club Field.
 Matthew Mcgee CD PH: 903-456-3235

11/19/2016 -- Bryan, TX (C) ANNUAL
 TOYS FOR TOTS FUN FLY. Site: Dan Gray
 Flying Field. David Moore CD PH:
 9797776601

11/19/2016 - 11/20/2016 -- Fort
 Worth, TX (A) FT WORTH T-BIRDS 424 &
 426 PYLON RACE. Site: Mustang Park.
 Verne Bell CD PH: 817/599-9580

12/10/2016 -- South Mayd, TX (A)
 TEXOMA WINTER WONDERLAND 2016.
 Site: Pete Darter Field. David Turner CD
 PH: 903-821-4329

Geotextile Proposal

Estimate of Cost for Materials: Estimate is made for two options first the cover of the runway with two widths of covering and the second with three. Cost of estimate does not take into account for any surface prep required after the grass has been removed.

Two Rolls

	Qty	Price Each	Total
Geotextile	2	\$800.00	\$1600.00
Shipping		\$305.00	\$305.00
Staples	2	\$60.00 Box of 1000	\$120.00
Roof Coating	2	\$36.78	\$73.56
Prep Roundup	2	\$109.00	\$109.00
Total Cost			\$2207.56

Three Rolls

	Qty	Price Each	Total
Geotextile	3	\$800.00	\$2400.00
Shipping		\$375.00	\$375.00
Staples	2	\$60.00 Box of 1000	\$120.00
Roof Coating	3	\$36.78	\$110.34
Prep Roundup	2	\$109.00	\$109.00
Total Cost			\$3114.34

Cost of other club expenses over the next few months:

C of E Lease	\$2650.00	(due in 24 months)
Mowers	\$2600.00	(required now)
Operating costs	\$1200.00	
Next Year Dues	\$2400.00	
Events	\$850.00	

NEXT MEETING LOCATION

6:30 P.M. 2nd November 2016 in the boardroom at the **EXTRACO BANK building on the corner of Knight's Way and East Hwy 190... In Harker Heights**

Landing an RC Airplane

Taking off an rc airplane can be easy for the most part, landing can be the hardest part. Just about every factor comes into play. The experience of the pilot, weather conditions, type of aircraft, the dreaded first flight, and yes the landing surface.

Once you get it airborne sooner or later it must come down. There are no limits to the charge of the battery or fuel in the tank. You have a nice plane and the secret to keeping it that way is make the number of good landings equal the number of good takeoffs. Most pilots seem to be more concerned with practicing aerobatics and flashy flying. Landing are just as important as being able to do a loop or really they are more important. Most damage done to an airplane is done on the landing. Just like a full sized airplane it is one of the most important maneuvers a student learns. A lot of rc pilots enjoy the part of flying and dread the landing. They just want to get the plane down in one piece and quickly and this just causes the chance of more damage.

The idea is to practice landings until you are perfect at it. Hopefully this will help. What you do want to do is too practice a bad technique because it will just make things worse. Every time you go out to the field and watch people fly you see the same thing. The guy that is really good at flying, but sucks at landing. Every poor landing may have gotten the plane down for another flight except the hamming on the landing gear sooner or later will cause something to break. Then its blame time. "These ARF'S have weak landing gear" "I wouldn't have done that if the runway wasn't grass" "the sun was in my eyes".

Landing circuit and approach setup.

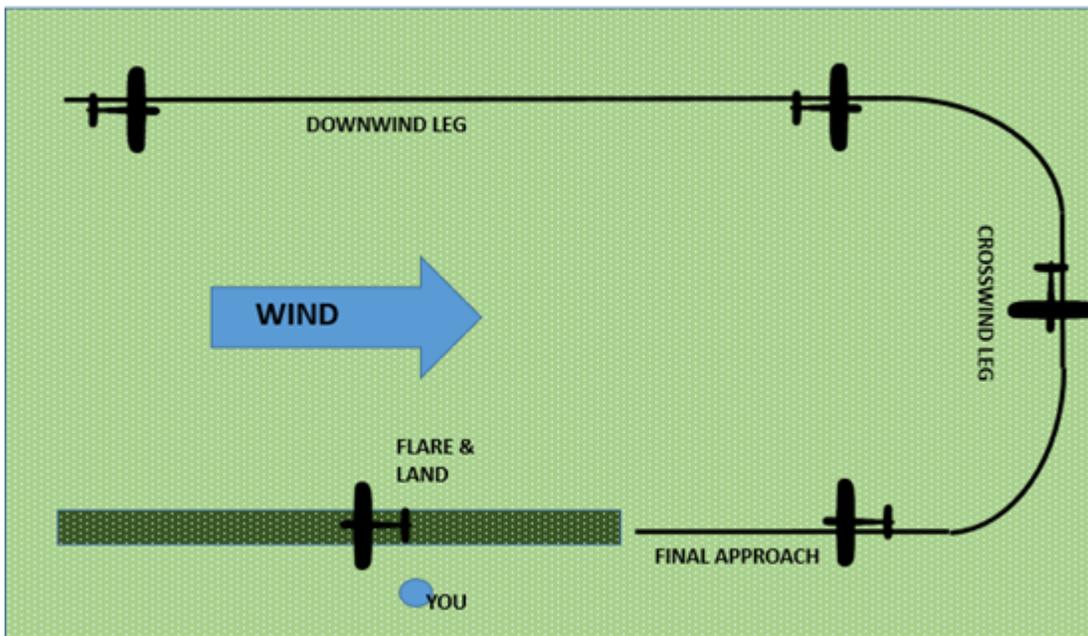
The setup to the landing approach is the most important key to a good landing. If you have setup the 'final approach' correctly then you will have a good chance of a great landing.

We can break this down to two options:

NEWS LETTER EDITOR Franklin
James;
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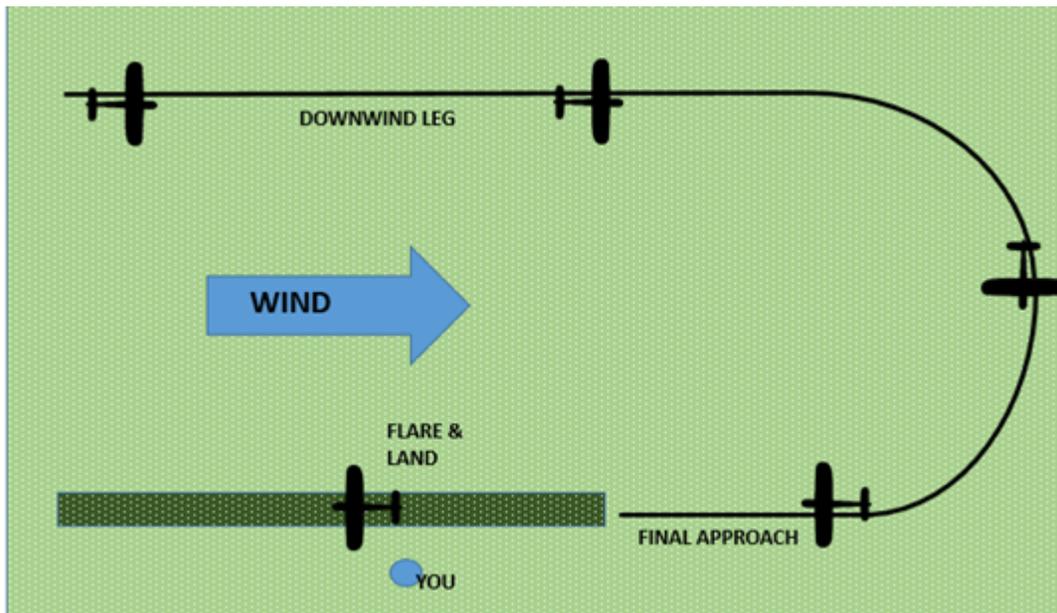
Option One:

First option is to fly a correct and complete circuit to land. This is where you fly a downwind leg then turn and fly a crosswind leg and then turn the plane into the wind and line up on the runway. If done some distance from the end of the runway it give you time to get the landing setup to execute the hardest part landing the plane.



Option Two:

Second is the less than technical option and I would not advise a beginner or a flier that has landing issues. The crosswind leg is ignored in this approach. The plane is flown on the downwind leg and the turn progresses straight to the final approach on the runway.



Most pilots use option two to land and ignore the crosswind leg. The intention I guess is to get it down as fast as you can. Not an unreasonable intention as the landing is the most undesirable part of the flight. Depending on the type of aircraft it is better to do this

because some aircraft tend to be unstable. The main purpose of flying the crosswind leg is to get the proper setup for the final descent to landing. So let's focus on option one and the process.

The landing process.

The downwind leg.

Now you have finished your flight and have made the decision to land. The first thing to do is setup the downwind leg. The purpose of this is to get your plane at a constant altitude, orientation to the runway and speed taking into account that you are flying with the wind and your throttle setting should be set so you do not stall when turning into the wind. Your objective is to have enough speed so that the aircraft upon completion of the turn is flying level and not losing altitude. Flying parallel to the runway you fly past the runway threshold or landing point to where the turns can be done and the aircraft is lined up with the runway. How far is a judgment call and takes some practice depending on aircraft type and size. Here is the point where if equipped we drop the landing gear and flaps. Let's you check and make sure it all works.

The crosswind leg.

Upon completion of the downwind leg execute and 90 degree turn into the crosswind leg. The time spent in the crosswind depends on how far away from the runway the downwind leg was. You also have to look at wind speed as now you are flying 90 degrees to the wind. The stronger the wind the less amount of time you might want to spend here. If everything is going good you should not have to make any adjustments to speed and altitude. You now turn the plane on final.

The final approach.

Once you've completed the turn, you are now on your final approach. Use rudder to keep the plane in a straight line and use motor power to control its rate of descent. You can use elevator also, but the proper control for rate of descent is in fact motor power; while elevator will certainly make the plane go up and down, it also directly effects the airspeed of the plane and ideally you want to keep this as constant as possible and as slow as possible without stalling. As the airplane nears the ground, reduce the motor power completely and gently apply up elevator to slow the plane's speed and reduce the rate of descent, until the plane touches down. This very final stage is called the flare and timing the flare is crucial to a good landing - flare too soon and your airplane might stall and crash, flare too late and it will touch down too hard and fast and more than likely bounce all over the place, perhaps even breaking the landing gear or worse. Flaring your plane at exactly the right moment is something that only comes with practice, and the more landings you do the better you'll get at it as you get to know your plane's flight characteristics. For many rc pilots, turning on to final approach and then just cutting the motor power right back is normal procedure. There's nothing incorrect with gliding your plane in to land. It makes better practice to fly the plane in to land. At slow speeds the change of a stall is greater. By utilizing the engine power, you'll have better control over the airplane's rate of descent and airspeed.

Missed approaches.

A missed approach is when you've set yourself up for a landing and for what ever reason you have to go around. There's absolutely no shame in missed approaches, and even veteran and professional rc pilots still need to do them now and again. It's far better to do five missed approaches and land your airplane safely in one piece, than to rush a landing and bring your airplane home in pieces. But with that said, if you're flying an electric powered rc plane be very aware of time and your battery pack voltage! I have crashed a plane while doing a missed approach, because the low-voltage cutoff (LVC) beat me to getting the plane back on the ground!