



AMA Chapter 534,
Medford, Oregon

THE ROGUE EAGLE



February 2001

Dear Members

Thank you one and all for your gracious welcome to me as your Club President this year. I will do the best job for you as I can even though I think you all know the President's job can be like walking a tight rope at times, knowing how difficult it is to try and satisfy every one.

One Saturday I was at our field to do a little flying and to bring out some necessary supplies to our rest rooms. As I started to do a little clean-up, Martin Sherman and Sam Arrigo just walked up and offered to help so we got a water bucket and an old broom I had and started in. About that time Martin and Sam said to me " Danny you have been here for a while and have not had time to fly yet, go fly and we will do the clean up". I thought that was so thoughtful that I just know that we have some very good members in our club. Sam has accepted the Field Maintenance Supervisor position for our field this year and he is exited about keeping the field "tip top" for us. Thank you Sam.

While I was chatting with Bob Knudsen I asked him if he would be gracious enough to accept the Safety Supervisor position again for us this year. He asked why I thought he would be the best one for the position and I said because " no body is going to argue with Big Bob" and I knew that he would see that the safety rules would be followed for all our benefit. With that he accepted. I knew I had made the right choice when he came over to where I had my plane about a half hour later and told me of about

three rules I had just broken on my last flight and you guessed right, I sure didn't argue. Thank you Bob.

I have noticed that when I have been at the field that it has been much cleaner so I know that many, if not all of you, have been more attentive throwing the trash in the trash barrels. Thank you for that too.

Another weekend I was at the field. After flying all afternoon, I was starting to put away my stuff and I noticed that some of the members were picking up some leftover trash and doing light clean up, and then another member [Danny Watson] picked out a trash can liner full of trash to haul away to the dumps. I thought this was very thoughtful of DannyW, considering all that he does for the club already. Thanks DannyW. I know there have been others that have done good deeds when I wasn't looking or have not been at the field.



Danny Stanton proudly showing his Carosel

I have received and seen many positive things and comments about our club. I

am beginning to think that I may have a little fun performing the President's

job for you. You all know that I am new at this and I look forward to all of you for your help, understanding and input.

I was lucky enough to get to go to the Pasadena trade show this year and I met our past President Cliff Sands there. He is doing well and has been wintering in San Diego, Ca. He said to say HI to all of you and said he would be back to fly with us before too long.

So long for now, Danny Stanton

Teaching R/C Flying

By Mike Lynch

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A note to readers:

Just because you're good at something does not necessarily mean you can teach it. Some of the best fliers freely admit that they do not have the patience to teach beginners. Additionally, teaching requires an ability to see things through the eyes of the beginner, and to modify your discussion accordingly. Not everyone is cut out for this. It is the intention of this text to teach experienced fliers how to teach RC flying. While it will be most useful to beginning instructors, even fliers who have been teaching for some time should find many of our points helpful.

Outline To Text:

I. Do You Have What It Takes?

Special notes for beginning instructors

Our approach

What we assume

Flying preferences

II. Before Flight Instruction

Common RC questions

What is the trainer system?

What makes the best trainer

Wing configuration

Weight versus rugged design

Plane and engine size

Pre-flight inspections

III. Step One - Teaching How To Master Turns & Level Flight

The first flight

The beginner's first few attempts

What about planes without ailerons?

Throttle setting

Wind and turning

Ballooning Tendencies

When are they finished with this step?

IV. Step Two - Teaching How To Set And Hold Headings

Setting headings

Practicing with figure eights

Holding headings and flying with precision 8

V. Step Three - Teaching How To Take Off

A note about trainer systems

Setting the plane's ground tracking

Teaching to taxi

Take off practice

Actually taking off

VI. Step Four - Teaching how to land

A note about engine reliability

Teaching slow flight characteristics

Practicing approaches

Actually landing

What about dead sticks?

Are they ready to fly by themselves?

VII. Other Important Things A Beginner Must Know

Safety! Safety! Safety!

The basics of engine tuning

VIII. Aircraft Trimming Chart (see on the Rogue Eagles web page)

I. Do You Have What It Takes?

Surely as you were learning to fly, you noticed that the instructors at your flying field were very busy, especially during evening and weekend flying. There probably never seemed to be an abundance of instructors, even during designated instruction times. For this reason, many newly proficient fliers should consider becoming instructors. In this text, we will show you how you can become an RC flight instructor.

While there are many ways you can give back to your club, instructing for a flying season is one of the most rewarding ways. Before we begin, let me say I freely admit that there are many ways to teach RC flying, and no two instructors will totally agree on how every concept along the way should be related. The methods I show are rather simplistic, yet they have been proven during ten years of instruction and have always worked well. But you will surely improve on what I show as you develop your own teaching style. The goal of our instruction program will be to get the student to the point where they can fly by themselves. While you may also wish to assist your students with learning aerobatics as well, this text will only address basic flight. When using my teaching methods, there are four steps (or progression levels) a student must achieve to get to the point where they can begin flying on their own. This makes it very easy to teach, since you can organize every technique needed for flying into four basic steps. It also helps you limit the number of things a beginner must master as they learn how to fly. While you can eventually mix and match certain techniques described during each step to match your own teaching preferences, we recommend that you thoroughly understand our entire process before you begin changing anything. Also let me point out that this text will stress the teaching of flying skills. We assume you can relate the basics of aerodynamics and flight, control surfaces, and in general, what makes an airplane fly. While we do offer some assistance for helping the beginner pick their first airplane, understand flying safety, and start & maintain engines, there will be many things you need to relate before flight training can begin.

Special notes for beginning instructors:

1) Demand a trainer systems. While experienced instructors may be able to teach without a trainer system, as you begin instructing, you will be amazed at how many precarious attitudes a beginner will get their airplane into. Depending on your flying skills, some of these attitudes will not be comfortable to you. It is difficult enough to right a wandering airplane with the trainer system. Doing so after a transmitter is passed can be much more difficult, especially when the plane is close to the ground, as it is when taking off and landing. For myself, if the student does not have the trainer system capability (maybe they have a Futaba "Attack" Radio, for example), I can easily help them with the early stages of learning how to fly (steps one and two). As long as we keep the airplane high enough, the plane will never be in danger. Though I have to be much more attentive, I am confident enough in my flying. However, as the student begins taking off and landing, I make it very clear that there will be little I can do to save the plane when it gets close to the ground.

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Teaching R/C Flying

More than likely the plane will be dumped (and damaged) several times before take-offs and landings are mastered. As long as the student understands this, I'll work with them. However, if they show any signals (during steps one and two) that they may blame me for the plane's damage, I won't help them learn how to take off & land! One more point about passing the transmitter as opposed to the trainer system. With the trainer system, you have total control of when you retake control. When you pass transmitters, the beginner must give you the transmitter before you can retake control. As the beginner progresses, they may protest when you ask to retake control. They may (incorrectly) feel they are still in total control even though you know better. By the time they finally acknowledge that they are in trouble, it may be too late for you to save the airplane. I make it very clear at the start that if the student protests when I ask to retake control, I will stop helping them.

2) You control the pace. Beginners tend to get a little anxious. You will eventually develop a feel for when a student has progressed enough to move on to each new step. Until then, take it slow. If in doubt about whether a student is ready to move on, keep on the current step until you are absolutely sure.

3) Be assertive with your control of the master transmitter. Especially when first starting, be ready to take control of the plane at the first sign of mistakes. While this may frustrate beginners to some extent, you must be totally comfortable with the control of the airplane. There may be times, for example, when a student is coming close to the flight line. They may be flying just fine, but you will have to take control of the plane to avoid the flight line boundary.

4) Patience is the key. Beginners will have difficulty with things you (now) find easy. This can be frustrating. If you show your frustration, beginners will soon lose confidence. You must constantly encourage beginners, stressing positive accomplishments to build on.

5) Be on the lookout for new ways to do things. Believe it or not, the best way to thoroughly learn something is to teach it! You will be amazed at how many things you learn from a beginner's questions. They really force you to think through many things you may now take for granted. And in order to explain anything, you really have to thoroughly understand it. For questions you can't answer, look for another experienced instructor in your club to help.

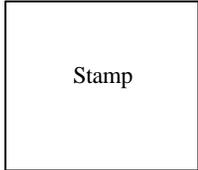
Watch for next month's newsletter for a continuation of TEACHING R/C FLYING, or visit <http://www.rogue-eagles.com/> for the complete story.

Members!

Please help me improve future newsletters. We need short articles about your latest 'cool' modeling projects. Or, perhaps you have an airplane you would like to tell us about; you could do a 'show-and-tell' as an article. I will gladly include your picture with plane, or plane alone, in the newsletter. Also, any other newsworthy items pertaining to our hobby are welcome. Talk to me or the secretary at the club meeting, or flying field, call on the phone, or e-mail us your articles and suggestions. Also, please let me know of any corrections I need to make in the newsletter.

Your Editor

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To:

Notice! Notice! Notice!

In order to streamline and reduce club expenses distributing the monthly newsletter, the Board of Directors asks that you complete the following questionnaire and bring it to the next meeting at **07:30 PM, February 13, at the Lions Sight and Hearing Center, 228 N Holly, Medford, Oregon**. If you can not attend, please e-mail the Editor (wkbruck@gateway.net) to inform him of your choices.

1) **Your name:** _____

2) **Would you prefer to see the newsletter in living color on the club web site?** Circle **Yes**, or **No**.

If you circle yes, you will receive e-mail notification a few days before the meeting to remind you of the meeting as well as to give you a link to the NL. You will be able to click on the link and go directly to the NL. You can also print the NL from the web site.

3) **What is your e-mail address?** _____

4) **Would you prefer to continue to receive the NL by 'snail mail' in 'Grey scale' (non-color)?** Circle **Yes**.

We hope that all members who have e-mail capability will decide to view the NL on our web page. This will save us funds we can use for other purposes.