



AMA Chapter 534,  
Medford, Oregon

**THE ROGUE EAGLE**



March 2001

## OBSERVATIONS FROM THE TOP, AND YES, THERE IS A BETTER WAY

### The Positive Observations

1. The most fabulous flying site within several hundred miles, at least.
2. One of the least expensive clubs dues anywhere.
3. A club field with amenities likes toilets, bleachers, tables, shade and rain cover, storage shed and others.
4. Camaraderie with other club members both on and off the field.
5. A ten-year renewable lease with the county and a good relationship with them.
6. The ability to control the use of the flying field because of the lease.
7. A gated field in order to keep vandalism to a minimum.

### The Negative Observations

1. An RC club where almost no one seems to want to be an Officer or work Supervisor.
2. Club meetings that are all business and no or little fun.
3. Constant bickering about what the club should do and not do and what events and activities to be involved in.
4. Everyone seems to want something different and agreement is hard to achieve because some members just want it their way. Arguments abound and things are said and done that are later regretted, and hard feeling among members are created and when the vote is taken many are unhappy about the outcome.
5. Most but not all do not want to do any work, they just want a place to fly and have fun.

6. A decreasing membership. According to our Treasurer, only about 70 of our members have renewed so far this year, including new members.
7. Many of our members do not want to attend our meeting, citing no fun and too much dissension.
8. Some of our members have stated that “ well it's always been this way”.

Is there a better way to have a better, more enjoyable club membership? Yes there is. The answer of course is a better way to manage the club than the way we manage it now.

I have a proposal for your consideration. Nothing is new and much has been discussed before but to my knowledge our bylaws have never been changed.

Before I get into the proposal I would like you to keep a few other things in mind. Being an officer for the club takes a lot longer or at least a year in order to learn what all is involved in performing the duty of each prospective office. Each officer should be in office for at least a two-year period, otherwise there is much that does not get done especially when it should be done. For instance, I am still trying to catch up because I am new to the job. Of course I would be better next year. But as you may recall, I agreed to take the job for a one-year period because I felt that after being in the club for many years, that I should do this for the club. But like most of you, I really didn't want the job either because it is a good way to lose friends and have people mad at you. I am sure you realize that it is impossible for the President of the club, other officers and the Board of directors to satisfy everyone. Many clubs throughout the country are managed the way I am about to describe. This style of management is what I would call the “Country Club Style Of Management” and here it is.

continued on page 2

## OBSERVATIONS

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Let's say that your hobby is playing golf and you would like to play golf at the local Country Club. In order to play golf at the country club you must join the club at usually several thousand dollars and in many cases pay dues as well. You have decided to join the club so you can have facilities to enjoy your hobby and you can now use all the facilities most anytime you want; you do not have to do any maintenance. Neither are you required or are you asked to have anything to do with running the club. You do not have to attend any meeting unless you want to have more fun because there is no business discussed at the meetings or there are no meetings to go to at all; meetings are not really necessary. All you are required to do is follow some rules, most of which were created for safety purposes; and of course pay your dues. You are now very happy because all you want to do is just go out and play golf and have fun.

Well, how is this club managed then? The board of Directors runs the club. Who is the Board of Directors? The main four officers: President, Vice President, Secretary and Treasurer; and the Newsletter Editor, Field Maintenance Supervisor, Public Relations Officer, Events Coordinator, Air Show CD and others. These are the people who do all or most of all the work. Ideally there are usually seven or at the most nine people on the Board of Directors. None of the Board members are required to pay any dues. The members of the board are usually lifetime members until one quits or dies or just plain retires from the job. Then another member is chosen to replace him. Or a term could be for a certain period, say two years or more, and then new board members are chosen. Any member would be eligible to be a board member.

If a club member wanted to have an event or some other activity, that member would submit a request to the

board in writing [a form would be provided]. The board would then decide and the decision would be final. Remember that the Board of Directors would have an odd number of board members so that there would be no ties.

The meeting then could be used for entertaining/demonstration purposes and the Board of Directors would do all business concerning the club. There would be nothing to argue or complain about because the Board makes all the business decisions.

Money for projects would still be voted on by the general membership [over the \$50 that the Board is already authorized to spend without a membership vote].

What a turn-around this would be compared to years past [at least as long as I have been a member].

This form of management would eliminate all the above listed negatives and all the positives are left intact. I don't think we would have any problems of ever filling the positions on the Board because it removes the negative aspects of being an officer in the club and the work would all get done in a much more efficient manner. The members who really don't care much about the club business and just want a nice place to fly would be happy because all they would be required to do is pay their dues and have AMA insurance.

I submit this management plan to you for your consideration, think about it. I have pointed out some problems in our club and I offer you a way to cure them. We could always keep what we have in place and the problems would never go away. Which would you rather have?

Regards,

**Danny Stanton, President**

## ATTENTION! ATTENTION! ATTENTION!

**All members are urged to attend the next meeting at 730 PM, March 13, at the Lions Sight and Hearing Center, 228 N Holly, Medford.** Bill Inman will present an important proposal on behalf of the Pylon Racers (OMPRA) that will benefit the club as a whole. Your attendance is important!

**Danny Stanton, President**

## Seaplane Championship

The Portland SkyKnights present the 33<sup>rd</sup> Annual Northwest R/C Seaplane Championship at Pinehollow Reservoir, July 14<sup>th</sup> & 15<sup>th</sup>, 2001. Contact Guy Foreman 503-257-8841, e-mail [foremang@qwest.net](mailto:foremang@qwest.net) for details.



## Danny Watson on Helicopters

As you can see, I've turned to the Dark Side... but wow is it ever cool! I'm not sure if it's because it's something new, so technical or just so freaking neat, but I really like these awesome flying machines.

This is my first Heli hence the training wheels, but it is not the first Heli that I have flown. My first experience was not pretty, sorry Reggie, and I was wondering if I'd even be able to fly a helicopter. But I pressed on determined to give it a go and began searching for a good kit. After looking at a few kits, I was amazed by the deal that [www.heli-world.com](http://www.heli-world.com) has going, a Century Helicopter Products - Hawk 30 Special Edition (includes 53 ball bearings standard, Hurricane - Carbon Fiber "3D" Blades standard, and a free Dual Rate Gyro) for under \$300. "Most impressive, Obi-One has taught you well..." I had to have this Heli!

The kit was a pleasure to build. The manual was very detailed and to the point. There were a few spots in the instructions that were unclear, but a quick call to the tech support guys cleared everything right up. I was disappointed in the lack of a detailed setup procedure for the tail rotor. The main rotor was detailed very nicely, all the pitch angles for the various flight modes were covered, but the tail rotor was just left out. Oh well, we can dial that in out at the airfield. I'm really excited about all of the upgrades available for this Heli; it can be converted to CCPM for under \$100... and the list goes on and on.

To the airfield...finally I can fly this baby! I had practiced very intensely on the Real Flight G2 simulator prior to this day, and I had a good sense of confidence about me, but I couldn't stop thinking about the Reggie incident and a thing that I had read on the RC-Online Helipad. Someone was saying that he feels so scared, and was asking if he should be. Most replies were "just take it slow and you'll do fine", "practice on your simulator until you feel confident"...etc, but the one that stood out was "be very, very scared". With all that in mind I started up the O.S. 32-SXH and carried my Heli out to the flightline. First I wanted to see how well the main rotor blades were tracking one another, so I advanced the throttle until the Heli started to look light on the training wheels, the blades formed a perfectly flat disk, and there was no noticeable vibration. Next I wanted to make sure that it wouldn't go spinning out of control once I was in the air, so I advanced the throttle even more just before the point of starting to lift from the ground and made the necessary tail rotor trim adjustments. Now for the moment of truth. I gently advanced the throttle and my awesome flying machines floated up into the air for the first time...amazing! Throughout the day I made a few more adjustment and became more and more comfortable with my Heli and racked up a total of 4 flights. At the end of the day I was hovering around the perimeter of the runway in complete control. The Century Helicopter Products - Hawk 30 Special Edition performed perfectly and I'm very impressed and excited about it.

Randy Banta once told me that helicopters don't fly; they're so ugly that the ground repels them. After today I think that a Heli is a very impressive flying machine, the sound they make, the required level of technical expertise to even talk about one and to see one hover just feet away from you...pretty amazing stuff! I can see myself getting really involved in this area of R/C aircraft. I must say this has been a big milestone in my R/C career, and has to be one of the most satisfying.

**-Danny Watson**

### 2001 Club Officers And Coordinators

**President:**

Danny Stanton 664-8734

**Vice President:**

Clark Wolf 773-4270

**Secretary:**

Danny Watson 488-2179

**Treasurer:**

Roger Hebner

**Board Members at large:**

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Stu Wilkie 773-8694

Bill Grove 955-0634

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**Events Coordinator:**

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**Public Relations Officer:**

Richard Schwegerl 773-5479

**Safety Field Marshall:**

Bob Knudsen 779-9109

**Field Maintenance Supervisor:**

Sam Arrigo 597-4573

**Chief Flight Instructor:**

Jay Strickland 855-7161

**Flight instructors:**

Jim Warner 560-4099

Richard Schwegerl 773-5479

Bill Grove 955-0634

**Video Librarian:**

Clark Wolf 773-4270

**Air Show CD:**

Bill Grove 955-0634

Rogue Eagles R/C Club,  
P.O. Box 8332  
Medford, OR 97504

Stamp

To:

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### **SWAP MEET! SWAP MEET! SWAP MEET!**

The Rogue Valley Flyers' annual SWAP MEET will be held Saturday, April 21, 2001 at Josephine Co. Fairgrounds, Grants Pass, OR. Doors open 8 AM to 4 PM. Admission \$1.00 per person; children under 12 free.

**Features:** Model airplanes, boats, cars – new, used, kits, parts...Food, coffee, soft drinks available. **Raffle and door prizes!**

**Call 541-955-0634 for additional information.**

### **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, March 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](mailto:wkbruck@gateway.net)) to inform him of your choices. **IF YOU SUBMITTED THIS QUESTIONNAIRE ALREADY, YOU DON'T HAVE TO SUBMIT IT AGAIN!**

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 'Gray 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.

The Portland SkyKnights and Portland Area Scale Team present the 9<sup>th</sup> Annual EVERGREEN SCALE RALLY August 3<sup>rd</sup> thru 5<sup>th</sup>, 2001 at Lenhardt's Airpark, Hubbard, OR. This is a U.S. Scale Masters Qualifier event!

Contacts: Guy Foreman, 503-257-8841, [foremang@qwest.net](mailto:foremang@qwest.net); Gary Parker or Joe Topper, 503-678-1300 or 503-678-1342 at Proctor Enterprises. Also [www.scalemasters.org](http://www.scalemasters.org)

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## CLUB JACKETS

The club can secure jackets for the membership provided there is enough interest to get a bulk order which would reduce the price per jacket. There are 2 jacket styles: **Satin Baseball** and **Nylon Coaches**. The Baseball is 100% Nylon Satin with knit collar, cuffs & waistband, 7-snap closure, flannel lined, stand-up collar, raglan sleeves, pockets, water repellent, machine washable. Sizes S, M, L, XL, 2XL, 3XL, and 8 colors including red, black, royal blue and Navy blue. Price about \$28 with a minimum order of 36 jackets. Our club logo (about 12" diameter) in 2 colors would be imprinted on the back.

The Coaches jacket is 100% Nylon, with Byron collar, raglan sleeves, elastic cuffs, drawstring bottom, snap closure, light flannel lined, pockets, water repellent, machine washable. Same sizes as Baseball plus 4XL, 5XL. Available in basically the same colors as the Baseball. Our 2-color logo imprinted on the back. Price \$30 – 35. Let the leadership

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## Combination Change

The combination on the lock at the club's airfield will be changed soon because it has come to our attention that several flyers who have not rejoined the club this year are using the facility. The club rules state that fliers must be current AMA members and that Jackson and Josephine County fliers using the Agate airfield must be current members of the Rogue Eagles R/C Club. These stipulations are also part of the lease agreement with Jackson County. Paid up members will be notified of the new combination.

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## Reminder

Please review the Transmitter Impound Rules found in Section E of your Rogue Eagles R/C Club Membership Manual. Many of us are getting very lax in the use of our transmitters.

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## MINI MODEL MEET

Jack Shaffer ([jcshaff@aol.com](mailto:jcshaff@aol.com), 858-7925) and the club leadership would like to know if there is enough interest among the club members to hold a MINI MODEL AIRPLANE MEET. There would be four categories: Hand launch or sling shot flight, Rubber powered, Electric, and Fuel powered (max 15 size engine, max wing span 52"). There would be two awards per category: Static and best flight. This would be open to any club member. \$2.00 per plane landing fee. This would be a fun event and **Pot Luck**, with the club providing **hamburgers and soft drinks**. Please let the club know your wishes by contacting Jack or casting your vote at the **next club meeting Tuesday March 13, 2001, at 730 PM Lions Sight and Hearing Center, 228 N Holly, Medford.**

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### Events for 2001

April 7 – Spring Fun Fly Potluck  
May 5-6 – Agate Float Fly  
May 12 – Builders Contest  
May 20 – Ashland, OR EAA  
June 2 – Lee Renauld

June 16 – Military Fly In  
July 7-8 – Big Bird Fly In  
August – Hawthorne Kids Day  
August 11-12 – Airshow  
September 8 – Fun Fly Potluck  
October 13-14 – Agate Float Fly



## Teaching R/C Flying

By Mike Lynch

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(Last month the story began with “Do you have what it takes” and listed several “Special notes for beginning instructors”. This installment continues with the Special notes).

6) Be sure you can fly out of trim airplanes. If you have never taken a new plane off by yourself, you shouldn't take a beginner's plane up for the first time. To get ready to fly a plane for the first time, practice

this. Get your plane in the air and have an instructor intentionally throw off one or more of your plane's trims. Practice getting the trims back to normal.

7) Be sure the beginner has an AMA membership card. Beginners must understand that flying can be dangerous and accidents happen. They need insurance when flying model airplanes every bit as much as when driving a car. The AMA and SFA provide insurance to their membership. Remember that the AMA will allow you to register up to three instructors as those designated to help non-AMA members for a period of up to thirty days. These designated instructors and their students will be insured as long as they follow the rules of the AMA.

8) Keep their left hand on the stick. Through the first two steps to learning how to fly, beginners will be predominantly using only their right hand. You will eventually notice that they will tend to let their left hand stray away from the left stick. Urge them to keep both hands on the sticks. As they begin taking off (in step three), their left hand will be needed, and it will be easier if they are comfortable with their left hand on the stick.

9) Be flexible. As you begin teaching any subject, you will be amazed at the number of ideas your students come up with. Most beginner ideas tend to be a little naive. They simply do not understand enough of the big picture to draw correct conclusions. However, sometimes excellent ideas come from naiveté. Do not be too quick to judge a student's idea as being bad. They may surprise you! We have a natural tendency as human beings to expect people to do things our own way. Yet if we open our minds to other possibilities, we may learn something ourselves.

10) Watch for the student's saturation point. We all have a limit to how much new information we can absorb in a given period of time. Students new to RC flying are no exception. Keep in mind that your student will be concentrating very hard during practice sessions (especially on their first few flights). There will come a point when they simply cannot take any more without a break. One common symptom of this will be that the student has been doing just fine for about eight to ten minutes of flying. But all of a sudden, the student starts making mistakes (usually silly mistakes) not normally made. The student may not even understand why they are doing so poorly and begin to get frustrated. As the instructor, you must be able to recognize when the student has had enough. Tell the student they need a break and land the plane.

11) Two steps forward, one step back. You must remember that your students will have problems along the way to learning how to fly. At times, things you thought your students understood will seem to be difficult again (especially after long non-flying periods). This can be frustrating for instructors so you'll have to show your patience when faced with this problem. One way to minimize the problem is to do a review of what the student currently knows at the beginning of each flying session. You can review on the ground, reinforcing the student's knowledge as well as begin the practice flying by having the student do seemingly simple maneuvers they already know. This also helps you begin a more complicated (and new) topic on a positive note. However, even with reviews, you must be on the lookout for times when the student needs to take the one step back before they can move forward.

**Our approach:** In section one, we offer several discussions aimed at helping the student. This chapter includes the most commonly asked RC questions, a presentation on what makes the best trainer airplane, a discussion of safety, and the basics of engine tuning. While these presentations are, for the most part, directed to the beginner, we urge you to read them to help with your ability to relate these important topics to beginners at the field. You can also copy this information and give it directly to beginners.

When it comes to actually teaching, we break teaching RC flying into four basic steps. In any form of teaching it is good to limit the number of things a student must learn - and RC flying is no exception.

1. Teaching how to master turns and level flight
2. Teaching how to set and hold headings
3. Teaching how to master take-offs
4. Teaching how to land

While this may sound overly simplistic, think about it. To get to the point where you are flying by yourself, every technique you master fits into one of these four steps!

**What we assume:** Before taking a beginner up for the first time, there are several things we assume you have explained. We assume, for example, that the student knows the basics of aerodynamics and flight. He or she knows the stick controls on the transmitter (ailerons, elevator, throttle, and rudder) and knows the function of each control. And, of course, we assume the student's airplane has been checked out by a pre-flight instructor and has had at least one trim flight.

(Next month the story continues with “Flying Preferences”)