



AMA Chapter 534,
Medford, Oregon

THE ROGUE EAGLE



April 2001

Martin Sherman Is Modeler of the Year 2000

Rogue Eagles R/C Club members last year voted MARTIN SHERMAN 'Modeler of the Year'. Martin received this award because of his dedication to the club and its members. He has contributed to the club by participating in many work projects and by always helping members with their airplane issues at the field. He has shown expertise in building various flying models including, among others, a flying lawn mower. He is always willing to help members with their engine problems and questions. Over the years, he has taught numerous members to fly their models. Martin has helped the club in numerous other ways. President Danny Stanton presented the award at the March general meeting. Congratulations, Martin!



From the President

I would like to remind members that our next meetings will be for mostly "show and tell"; so I would request that you bring your project to the meeting (April 10 at 7:30 PM). I would also like to thank the membership for their vote of confidence and that I will do my best to see that our club is managed to the best interest of all the members. I am excited at the prospect of conducting our meetings with the primary activities being project show and tell's, related workshop's and seminars. Thanks, Dan Stanton

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.

Teaching R/C Flying

By Mike Lynch

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Flying preferences: Instructors tend to teach what they know in the same fashion they know it. There are several alternatives to almost every important function of flying. Good instructors recognize that their own ways are not the only (and in some cases not the best ways) of doing everything.

Fingers or thumbs? - Thirty years ago, I was taught to fly with my thumbs. I have flown with my thumbs all this time and though I'm considered one of the better pilots at my flying field, I freely admit that flying with fingers is better. I've tried to get comfortable with fingers, but (as yet) I have not been able to. As you teach a new person to fly, I would suggest you start them off right from the beginning using their fingers. The further a person progresses, and the more precisely they wish to fly when pattern flying for example, the more important it is that they be able to fly with their fingers. Take it from me - it is very difficult to switch to flying with fingers once you have learned to fly with your thumbs.

How do you handle the left/right problem? - Beginners have a common problem when it comes to mastering turning. After entering a turn, they tend to forget which way they are turning and give the wrong aileron to exit the turn (sending the plane deeper into the turn). There are several ways you can help the beginner with this problem. One way is to ask them to turn their body to face the plane's heading. If they're looking in the same direction as the plane is flying, it will help them remember which way the plane is turning. Another is to get them to keep repeating (out loud) from the beginning of the turn which way they are turning. With either method, the beginner will eventually become comfortable turning and not need the crutch. My suggestion would be to get them to stand in a stationary position when flying (this is especially important if you're not using the trainer system) and get them to keep saying out loud the direction they are turning.

What throttle setting do you use? - When I first begin training, I try to keep the throttle setting just high enough to keep the plane in the air. This ensures smooth docile performance and minimizes the beginner's natural tendency to over-control. It also helps them make level turns. However, I have actually had beginners that catch on quicker when the engine is running faster. For some people, a responsiveness airplane is easier to master than a docile one. Either way, keep in mind that you will eventually need to have the beginner practice at all throttle settings from idle through full throttle.

How much control surface motion do you want? - Again, instructors tend to disagree on this point. Since beginners have a natural tendency to overcontrol, many instructors like to set up trainers to be very docile, minimizing control surface motion (possibly with dual rates). This means the beginner must move the sticks quite a bit to cause a reaction from the plane. However, my feeling is that it is better to keep the plane rather responsive for three reasons. First, the beginner must eventually learn the precise control motions needed with sensitive control surfaces (on this airplane or their next one). Second, on windy days minimal control may not be enough to cause any response from the airplane in certain attitudes. Third, as the instructor, you need the plane to be responsive enough to get out of precarious attitudes.

When do you teach rudder coordinated turns? - I generally teach people to fly without ever having them touch the rudder stick (except for steering on the ground). Most RC airplanes, and especially trainer planes, turn quite nicely with only a combination of aileron and elevator. While I freely admit that rudder coordinated turns make for nicer looking turns, and rudder is helpful when landing in a crosswind, I try to keep turning as simple for beginners to master as possible. However, if you feel strongly that the beginner should learn rudder coordinated turns from the beginning, by all means, teach them in this manner.

Final approach, one turn or two? - If teaching realistic flying, the RC pilot will make two turns during the final approach. One turn will bring them ninety degrees to the runway and the other will bring them right on

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Teaching R/C Flying

the middle of the runway. To simplify this, I have beginners making one (180 degree) sweeping turn during final approach.

What is the wind limitation? - Most beginners can learn more easily on calm days. But I live in the Chicago area. If we waited for perfectly calm days, we'd never fly! However, there comes a point when the wind is blowing so hard that it will be impossible for the beginner to control the plane. For the beginners first ten flights or so, I recommend limiting your instruction to when the wind is blowing under 5-8 miles per hour. As the beginner progresses, let them fly on windier days. Remember, your student has not truly mastered flying until they can fly with winds around 10 mph.

Next month: Before the Flight Instruction

2001 Club Officers And Coordinators

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Vice President:

Clark Wolf 773-4270

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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



Stan Willems with his Flyin' King, a Bruce Tharpe kit. This plane has an 80.5" wing span and weighs 9-10 pounds. Stan covered the model with Ultra Cote. Power comes from an OS 91 Surpass II with pump and a 14x6 prop. Stan flies the model with a Futaba 8UAFS. Six servos are used: one each for throttle, rudder, elevator and flaps and two for ailerons. Stan says this plane "flies easy". Nice job, Stan.

2001 Events

April 7 – Spring Fun Fly Potluck

May 5-6 – Agate Float Fly

OMPRA Racing - May 12

May 19 – Builders Contest

May 20 – Ashland, OR EAA

June 2 – Lee Renauld

June 23 – 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

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

Stamp

To:

Product Review

Let me tell you about a stripper, paint stripper that is. I recently completed a modeling project where the kit included pre-painted parts. I decided to change the color scheme so my plane would stand out from other similar models. I needed to remove paint from various aluminum parts but remember that in the past, hardware store varieties of paint strippers took forever to work and several applications were necessary to do a thorough job. I found a quality product that works great! The brand name is Klean-Strip and is formulated for aircraft type paints. It comes in an 18-oz. Spray can for easy application.

The stripper spews from the can and sticks to your project forming a thick foamy build-up. After waiting 15 minutes, just hose it off with water. The paint lifts and comes off in one big piece, like a snake shedding his skin. The instructions recommend that after rinsing with water that a solvent is used to remove any stripper residue, I used acetone. This stripper can be found at automotive paint stores and the Klean-Strip product number is AR-322....

I would like to bring your attention to a company that has great service and great prices. If you need vinyl letters cut for your plane or car, try Sign Tech inc. At one time, a fellow modeler had the equipment to provide this service. The equipment was sold and we no longer had access to custom-cut graphics.

Sign Tech offers vinyl cutting in many type faces and colors. They can also provide magnetic and molded signs to fit any need you may have... I have found their prices to be very competitive

Sign Tech inc., 912 S. Central Ave, Medford OR 97501. Phone 772-7816, Fax 772-5556

by Mike Reed

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, April 10, 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. **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