



AMA Chapter 534,
Medford, Oregon

THE ROGUE EAGLE



July 2001

2001 Military Fly-In

The 2001 Military Fly-in was a great success!!! Kudos to Clark Wolf and all who helped for putting on an excellent event. There were a few casualties, Richard Schwegerl and Mike Reed had a midair collision, Bob Knudson experienced an in-flight structural failure and Cliff Sands had a rough landing caused by a balloon taking out an engine on his twin engine plane. Clark collected lots of prizes, the food was great and everyone had a good time. The event winners were: Top Gun – Richard Schwegerl (pictured at right), Wingman - Dan Wolf, Pilot's Choice – Richard Schwegerl.



Hi Rogue-Eagles Pilots (and soon to be pilots),

Our airshow is coming up on August 11 and August 12. This is our big fundraiser (and friendraiser) for the year and we have a lot of jobs to fill. Please see below what you can do to help and reply to me by e-mail. We need to know in advance so we can be sure all is covered. Please reply now so we can get this put to bed. Hours of the airshow are 11am until 1:30 PM both days. Volunteers are needed at the field from about 9 AM until 2 PM. You can call Richard Schwegerl with questions at 773 5479.

Need volunteers for Security (keeping the crowd in place, etc.), parking, gate attendants (take tickets, etc.), a person to be the liaison with the Lions Club (who are co-sponsors of the event), a paper airplane maker to design paper planes to be folded and flown by kids at the airshow.

Also, we need gifts to auction along with our trainer. Preferably stuff attractive to the females. Please donate your products or services to us.

Last, please let us know if you plan to fly in the airshow. Thanks...

Jerry Sivin for your Board

Teaching R/C Flying

By Mike Lynch

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How much do they cost? - This is also a tough question to answer based on the size of the airplane and how many extras you want to buy. For a .40 sized airplane, here are some basic guidelines for costs. Note that this configuration assumes that you wish to keep the cost down:

ARF (almost ready to fly) plane .40 size: \$100.00
 .46 sized engine (Quality Ball Bearing): \$110.00
 Basic 4 Channel FM radio (with cord): \$160.00
 Flight box accessories (fuel, etc.): \$80.00
 Approximate startup cost: \$450.00

While this may sound expensive, this is a one time cost. Your radio, engine, and flight box can be used over and over for other airplanes. Don't Forget that you need to join the AMA at a cost of \$48 per year, and pay your club dues if you're just getting started.

What makes a good trainer plane? - Here are some qualities that contribute to making a good trainer plane: **High wing design** - You'll notice that all trainer recommendations we give are high wing airplanes. This is the most stable design (even for full scale airplanes). Since the body of the fuselage is below the wing, the plane will have a natural tendency to right itself after a turn. **Flat bottom or semi-symmetrical wing** - Flat bottom wings are best for stability, which is helpful when learning. However, planes with flat bottom wings are not very maneuverable. Once you do learn to fly, you will eventually want to learn how to do some aerobatics. Flat bottom wing designs perform poorly when it comes to aerobatics. Semi-symmetrical wings have a slight curvature to the bottom of the wing. They are not quite as stable as flat bottom wings, but they do allow moderate aerobatics. **Rugged design** - Its almost a guarantee that your first plane will get knocked around quite a bit. You'll want to be sure that it can take some minor bumps and bruises. But be careful here! When a plane is designed to be rugged, it usually sacrifices some of its flying characteristics. There are a number of planes on the market that claim to be almost indestructible, and they almost are, but they sacrifice good flying characteristics to be able to make this claim.

Should I build a plane from a kit or buy an ARF (almost ready to fly)? - This is totally up to you. If you enjoy working with your hands, by all means, build your own airplane. You can save a little money (but not much) and you'll have the satisfaction of flying something you built yourself. Also, you'll have the plans to the airplane in case you have to do some repairs after a crash.

On the other hand, if you don't enjoy building, or you wish to get in the air as quickly as possible, there are several excellent flying ARF airplanes on the market (some of which we highly recommend). Keep in mind that, even with an ARF, there is still some work to do. While the wing halves, fuselage, and tail section are complete, you do have to final assemble, mount the engine, and mount the radio. Most ARFs come with excellent instructions (since they assume beginners are purchasing them), and you can be in the air in about 10-12 hours of building time. Another nice thing about ARF airplanes is that most come with almost everything you need to complete the plane (except radio and engine). Hardware like clevises, engine mounting screws, wheels, fuel tank, wheel retainers, control horns, nose cone spinner, and sometimes even glue are included right in the box. While the quality of these components may not match those you buy separately, at least you won't have to make a lot of trips to the hobby shop!

What is the trainer system? (IMPORTANT!!) -Imagine you've just built your airplane and you bring it out to the field for the first time. You get together with an instructor and he test flies your airplane and trims it out. Now it is going to be your turn. Your instructor takes off again and gets the plane up to a safe altitude and hands you the transmitter. If you're like most beginners, you'll have the plane on its back almost immediately (beginners have the tendency to over-control the plane). Your instructor quickly grabs the transmitter back from you and rights the plane. Then he gives you back the transmitter. You get about 3 more seconds of practice before he has to grab the transmitter again. This passing back and forth of the transmitter is very cumbersome, error prone, and downright scary. In the beginning, when you're just trying to keep the plane in the air, passing the transmitter will suffice. But as you get better, and you begin to do maneuvers closer to the ground (like take-offs and landings), you'll want a more fail-safe method of instructor control. Sometimes called a buddy box, the trainer system allows you to connect a slave transmitter with the master transmitter with a cable. Once set up properly, the instructor will take the master transmitter and give you the slave transmitter. He'll get the plane in the air and when ready, he'll simply press a button and you'll have control. If you get into trouble, he releases the button and he has control again. No more passing transmitters. The trainer system will dramatically improve your odds of learning how to fly without crashing even once (especially as you begin taking off and landing). Unfortunately, you have to have both a master and a slave transmitter. Most beginners do not want to buy a second complete radio system just to get the slave transmitter. And most pilots will not let you borrow their transmitters to be used as a slave (the servo reversing switches may have to be changed which can cause major

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problems when they go back to flying their own airplane). Fortunately, there is a company that sells slave transmitters that work with Futaba FM series radio systems. (Danielle's RC Specialists, 3141 Ambrose Avenue, Nashville, TN 37201, 1-800-235- 6353). The cost is about \$45.00. Note that the trainer system connector port is not equipped with all radios. Most AM style radios, for example, do NOT come with this port. You'll probably have to buy an FM or PCM to get this feature, meaning you'll have to spend a little more. But this is money very well spent!

NEXT TIME: What makes the best trainer airplane?

Pin Striping

While at the auto store, look at the pin striping tape. It comes in a lot more colors than the stuff at the hobby store and is about half the price. It's fuel proof if left to cure for a while.

from Tri-Cities Fliers, Notam Seguin, TX

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Clark Wolf 773-4270

Air Show CD:

Bill Grove 955-0634

Better Holes

If you have to drill a hole in thin balsa, do not try to use a common wood drill. It will usually leave a ragged hole that is the wrong size. Go to the hobby store and get a piece of thin-wall brass tubing the same outside diameter as the hole you want to drill. Mount the tubing in an electric drill (preferably a drill press) then hold a piece of sandpaper or a file against the end while turning to sharpen it. Use this to drill your holes. It will cut perfect holes. After cutting several holes you may have to push out the wood that collects inside the tube with a stiff wire. If you can find a drill the same size as the inside of the tube stick in the top part so the drill chuck does not crush the tube. Also watch that the tube does not flare out at the bottom and change the size of the hole.

from The Orbiting Eagles Newsletter, N.F. Sheltraw, editor, Omaha, NE.

In Alignment

by Dave Price

When laying out lines, emblems, sunbursts, etc. on a covered model, you could use a fine-point permanent marker, but I have found it sometimes stains the covering.

Cut out some strips of low-temp film and use them as your guides. The heat from your fingers is usually enough to hold the strip in place, then you can set your design in place, remove the guides, and heat the design in place.

It works really well when putting letters on.

From Plane Talk, Lexington Model Airplane Club, Gerry Wagner, editor

2001 Events

April 7 – Spring Fun Fly Potluck

May 5-6 – Agate Float Fly

OMPRA Racing - May 12

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

Oct (not yet decided) **Builders contest**

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

Stamp

To:

NEXT MEETING is July 10. Please bring your projects for show and tell.

NOTICE!

Memebers, we would like to keep you better informed of various club events such as activities at the field, meeting reminders, etc., but on a more timely basis than we can achieve with a once-a-month newsletter. Therefore, we would like to have your e-mail address in order to do so. We will not use your e-mail address to notify you of the newsletter's availability on the web site, unless you previously asked to receive it via e-mail notification. In other words, you will continue to receive your newsletter by regular mail, if that's what you wanted. Just give one of the club officers your e-mail address if you want to be notified of special events. Thanks.

FOR SALE

1/3 scale Fly Baby Bibe, Q-50 Expert radio, Stearman PT-17, blue and yellow, flies great. Ready to fly - \$600.00. Contact Richard Schwegerl, 773-5479.

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, June 12, 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 BEFORE, DO NOT SUBMIT IT AGAIN!**

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

2) **If 'Yes' please give your name and e-mail address:** _____