



AMA Chapter 534,  
Medford, Oregon

**THE ROGUE EAGLE**



October 2002

## Newcomers

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**THROUGH THE YEARS** I have written about the importance of safety checks at various stages of construction or assembly and prior to flying. The importance of these checks cannot be overemphasized. The smallest detail can doom a model to destruction.

But there is an interesting element to this type of checking that we often forget to consider: performing a safety screening presupposes knowledge about what is necessary or correct! Often, the necessary information is not in the newcomer's memory bank. However, that lack of knowledge is not always the newcomer's fault.

Have you ever stopped to consider how many important details there are in the process of getting a model into the air? We strongly urge the reading of instructions, but there are times when the instructions are lacking in clarity or completeness, which makes sweating the details difficult for the newcomer.

In the case of Radio Control, there are three major components in the completion of the model: the building of the kit, or assembly of pieces in the case of an Almost Ready to Fly (ARF); the engine; and the radio system.

We've probably all seen the instructions that accompany these areas, and we know that there are certain elements that fall into the responsibility of each set of instructions. But which one has the obligation of warning the uninitiated about the items that fit into the cracks? Who tells the newcomer to support push-rods so that they do not flex easily and allow the surface to flatten?

In my experience, probably the least detailed instructions accompany engines. Radio systems tend to be the most detailed and generally include the most warnings, and kits and ARFs fall somewhere in between. Of course, I am being very general with these statements.

Let's "sweat some details" which often come as the result of accumulated experience, but may not be spelled out in the instructions you are exposed to in your preparation stages.

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- Don't allow servos to stall or bind because the linkage is too tight or the travel allowed by the servo arms exceeds the limits of the surface.
- Check those little metal grommets that pass through the hole in the flexible insert at either end of the servo. The shoulder or lip should rest against the servo rails or mount—not on top by the head of the mounting screw.
- Do you have a strain relief on the antenna where it exits the fuselage? You should. Otherwise, careless handling or hitting something can yank it right out of the receiver.
- There should be small movement for the nose wheel if operating from pavement; it can be greater for grass.
- Have you used Loctite® on all threads?
- After the first few engine runs, did you check to make sure everything was tightened?
- Do you have enough clearance between the propeller tip and the runway? An inch is all right, but more is better—especially on grass.
- Does the model track straight when rolling?
- Did you pin the hinges along with gluing them?
- Your batteries are under the fuel tank? Have you slipped them into a plastic bag and sealed the top?
- Did you put keepers on the clevises at the ends of the pushrods? Or if you used Z bends, is the wire strong enough to resist twisting through the servo arm under pressure?
- When you set up the control-surface center point, in what position was the trim lever on your transmitter? If the system has dual rates, in what position were the rate switches?
- If you are using a buddy-box cord, does it make a difference which end is plugged into the master? Does the trainer transmitter have to be switched on?
- Did you allow the flexible pickup line and metal clunk to clear the back of the tank?
- Did you put the switch and charging jack on the fuselage side opposite the exhaust?
- Have you kept the fuel line from touching the muffler or cylinder head?
- Did your kit recommend control-surface throws? Did you follow the recommendations?
- How did you decide on a fuel-tank size? Do you have any idea how long the engine will run on a full tank?
- Did you do anything with the color scheme to help you identify whether the model is upright or inverted or banking right or left?
- Is the wing held on by rubber bands? Have you built in a guide to make sure it aligns the same with the fuselage each time? It will produce a trim change each time if you don't. And how many rubber bands are you using? A couple more than enough is better than a couple less!
- Did you remember to put your AMA number or name and address in or on the model?
- Does your engine use a long- or short-reach glow plug? Do you recognize the difference?
- When you checked the center of gravity, was the model "dry" (without fuel)? It should hang slightly nose-down without fuel.
- You can probably check the status of your transmitter batteries with the meter. What about your airborne pack? Do you have any idea how long they should last, or at what voltage they are too low? The airborne pack usage varies widely with the amount of control input, so each flight is different.
- Did your engine manufacturer recommend a "break-in"? A fuel? A propeller? Were there any instructions in case you have to disassemble the engine?
- What is a good position to place the propeller as it approaches the compression point? What's comfortable for you while allowing you to get your hand out of the way?

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- Did the engine manufacturer suggest you remove a fuel line and run the engine dry after each flying session? Did it suggest an after-run oil to prevent rust (especially if your fuel uses only synthetic lubricant and no castor)?
- Are your transmitter servo reversing switches exposed? Do you know which way they should be set for the particular model?
- Have you memorized your channel number *and* the actual frequency it represents?
- Have you taken a deep breath and called your instructor for that first session?

I realize that in most cases I have not provided a definitive answer to the questions. That's because some of these items are personal preference. In other cases you will learn that talking to club members, instructors, shop owners, etc. will prompt not only helpful answers but additional concerns.

## 2002 Club Officers And Coordinators

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It would be very helpful if all the necessary details were addressed in one definitive source. There are some good books available, but there are still items that fall into the cracks. It is said that experience is a good teacher. While that may be true, we certainly don't want the price to be a good model! *MA*

Bob Underwood

## Future Events

### Fun Fly Saturday October 12, 2002

This is for all our members, family and guests to socialize, fly and enjoy hamburgers, hot dogs and soft drinks supplied by the club. There will be NO CONTESTS! Sign up is \$2.00 which includes lunch and ticket for the door prizes. Please bring a salad or desert dish. To improve our door prizes, please donate a large or small hobby item. Call me at 776-5153 to pick up donated items. A drawing will be held after lunch.

Chuck Holden, CD

### 2002 Events Schedule

Puyallup Trade Show  
February 2nd & 3rd

Wet and Windy Fly-Fun  
March 24th

Grants Pass Swap Meet  
April 20th

Spring Fun-Fly Contest  
April 27th

Float Fly at Lake Selmac  
May 4th and 5th

OMPRA Spring Pylon Race  
May 11th

Builders Contest  
May 18th CANCELLED

Ashland EAA Demonstration  
May 19th

Lee Renaud Memorial Contest,  
June 1st

Plat-I Float Fly  
June 15th and 16th

Military Fly-In Contest  
June 22nd

Bid Bird Fly-In  
July 6th and 7th

Selmac Float Fly  
July 20th and 21st

Kids Day at Hawthorne Park  
August 3rd

Airshow Interest Day at  
Wal-Mart, Medford  
August 31st

Airshow Media Day  
September 5th

Rogue-Eagles 2002 Airshow  
September 7th and 8th

OMPRA North-South Shootout  
Pylon Race  
August 24th and 25th

Fall Fun-Fly  
October 12th

OMPRA Championship Pylon  
Race  
September 21st

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

Stamp

To:

**NEXT MEETING is Tuesday October 8th at the Lions Sight and Hearing Center, 228 N Holly, Medford, OR. Bring your show and tell projects.**

## **FOR SALE**

1. Sukhoi SU26 mx, 75" WS. Covered with fiberglass and painted. Tartan Twin and Futaba servos installed. Never flown. \$400.00 firm.
  2. Dynaflyte PT-19. Covered in blue and yellow solartex. Flies great. No engine or servos. \$175.00. Call Don Draskovich at (541) 882-6733.
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