



The Rogue Eagle

Rogue Eagles R/C Club

AMA Chapter 534

October 2008

Remember! SWAP MEET - October 25th

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More Air Show 08 pics



Pit Flyer



Bob Tooling By



Launch Time



Photo Pass

Club Pylon Racing Proposal

Several years ago, when I was a member of a club down south, we had a group of about 20 guys that participated in club pylon racing. We all flew .40 size trainers and had the time of our lives. It was fun, inexpensive and improved our flying skills tremendously (I had just soloed a month before). We even had a perpetual trophy and cash prizes!

A racing schedule was developed that had minimal impact on the general flying and events at the field and it was open to ANYONE who wanted to fly. I know that this type of thing was done in the past with a model called the SIG SuperSport with a .15 on it and it was really popular.

Some thoughts on putting it together:

- Organize as a group of at least 10+
- Establish a Basic set of Race Rules
- Propose a Race Schedule
- One model type and engine
- Open to all club members
- Low cost and high fun a priority

I have already approached some in the club who voiced their interest and were willing to give it a try. Ray Wasson indicated he would even consider making a club design with plans and patterns to build the club racer!

Once we have enough interest generated, we can sort out the details such as what airplane and engine to use, racing rules and schedule, etc. When the planning is completed, we then submit the package to the board for their approval as a scheduled event.

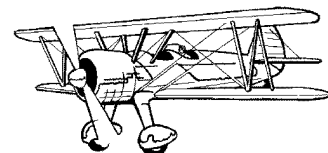
This is a LOT OF FUN! so get on board! Call me or send me an email and let's get racing!

Ben Musolf
Phone: 608-7240
Email: flight431@msn.com

CD CHECKLIST

If you are considering running a contest here's a checklist that covers the basics that you can use to get you in the ballpark:

- Dates: set event date/time and rain date/time
- Advertisements at hobby shops
- Event Staff: determine how many helpers are needed and line them up. Consider ticket sales, frequency control, score keeping, heat planning, cooking, serving food as separate tasks.
- Event Rules: keep a notebook containing the official rules and go back to this after the event to make notes on what worked and what you'd do differently if we hold this event again. Also, any rule changes/additions made during the event must be recorded.
- Whiteboard and markers: for posting scores and heats
- Club banner: hang at event
- Signs: Post a colorful arrow sign at nearby major crossroads to the event to aid newcomers. Put a sign at the field entrance to let people know that an event is in progress.
- Cooler with ice and drinks
- Cell phone: for all contingencies
- Awards
- PA system
- Tickets, change money, money box
- Frequency control system. The pins in our storage shed should be used.
- If food will be served, plan for how it will be cooked and served. Don't forget utensils and napkins.



OPENING:

The meeting at the Central Point Senior Center was called to order by Pres. John Gaines at 7:06pm.

MEMBERS PRESENT:

Pres. John Gaines	Treas. Werner Bruckner
Sec'y Dale Casey	Sam Arrigo
V.Pres Gary Croucher	At-Lg Bill Grove Web
John James	

MINUTES:

The minutes of the previous meeting were approved as read.

REPORTS:

Sam Arrigo: There are no Levels procedures posted at the field. This will soon be taken care of with a new posting.

Web Site: A talk with Jim of Hwy 61, server owner, revealed that the Web Manager program "Front Page" and "Impressions 2" were needed to redo and make entries to our web site. The first program is \$149 and the second is \$89. These will be purchased by and for the club. Much of the web site is now missing. All pictures will need to go through the Web Master before they can be posted.

Bill Grove: The current Constitution and By-Laws will be republished with all corrections and amendments. This will all take about 6 months

John James: Bug spraying has been completed around the latrine, however, there was not enough spray for around and under the bleacher, impound, or covered areas. It is felt that we should keep a supply of spray at the field and the product "Home Defense" was suggested.

ANNOUNCEMENTS:

Would moving the swap meet up a few weeks earlier next year be a good thing due to possible bad weather at the field? This year's date is October 25.

OLD BUSINESS:

A motion to make the purchase of the necessary web programs at \$238 was made seconded and passed.

NEW BUSINESS:

A motion to purchase a spraying container of "Home Defense" was brought forward and seconded. Gary Croucher will purchase it and store it at the field. Passed.

ADJOURNMENT: 7:32PM.

President	Secretary
John Gaines	Dale Casey

Winter aircraft storage hints

With the weather turning colder, many of us will be storing our airplanes for the season. Here are some tips that will make a happy aircraft and a happy flier come next spring.

The engine

When you finish flying for the day, you should always get the unburned fuel out of the engine. Do this by pulling off the fuel feed from the carburetor, attaching the glow driver, and flipping the propeller. The engine may run a little or it may just pop. When there are no more pops, all the fuel is gone. Next, make sure all the fuel is out of the tank. You would not believe the green, slimy crud that grows inside a tank with fuel left in it!

After removal from the airplane, the outside of the engine should be cleaned off. Block the carburetor inlet and the exhaust outlet with some wadded up paper towel. Then, get an old toothbrush and some engine cleaner (Formula 409, Fantastic, Windex, Comet, etc.) and scrub the engine. When everything is clean, wipe it down with a rag. Oiling the inside of the engine comes next. Use Marvel Mystery Oil or plain automatic transmission fluid for this. For two-stroke engines, squirt some oil into the exhaust outlet, then remove the glow plug and squirt some into the combustion chamber. For four-stroke engines, squirt oil into the crankcase vent and for the top end, remove the glow plug and lubricate the valve train by squirting oil into the combustion chamber.

Use your electric starter to turn the engine over for a second or two. This will distribute the oil throughout the inside of the engine (including the front bearings). Be sure to lubricate the carburetor too so it doesn't get stuck. Put the glow plug back on and wrap your engine in a clean cotton rag. This will allow it to breathe over the winter. Don't put it in a plastic bag because it could trap moisture and cause rust and corrosion.

The airframe

Build some more wing racks if needed and store your wings on them. Don't stack them in a pile or lean them in a corner. You'll end up with warped wings. Hang the fuselage somewhere up out of the way.

The radio

Once a month, charge your system overnight. Keep a log book to record when you do this. Once every two months, after you finish the overnight charge, use a ESV, battery cycler, or just run the system for 1 1/2 to 2 hours. Charge the system overnight again. Don't store the radio in a place where it will get too cold, such as an unheated garage.

from Contact First State R/C Club Timothy Mihalski, editor Hockessin, DE

SOARING

Thermal entry, escape, and recognition

You know a thermal is basically rising air. To take advantage of this knowledge, you first need to have an airplane that flies reasonably well “hands off.”

Good thermal recognition requires you to detect the slightest rise or fall in our sailplanes. Many a thermal has been missed by pilots who are too heavy-handed on the stick in search of a thermal. Also, an airplane with a tendency to fly in a shallow left or right bank makes recognition more difficult.

I'm not talking about the ability to find a “boomer” thermal but the ability to find the hint of one. Anyone can find the “boomers,” but the Sailplane bloodhound can catch the slightest whiff. This often is the difference between first and third place. The edges of thermals are not well-defined. If you can find the edge, you can find maximum lift.

Don't search for thermals constantly. Don't panic if you're in some sinking air. Better pilots will resist the temptation to turn the airplane every four or five seconds. When you come off the line, allow the airplane to fly straight for at least 15 seconds unless you launch right into a thermal. This allows the airplane to cover ground away from you. You launch into the wind anyway. After four or five circles, you don't want the airplane so far downwind that it takes a lot of work to get it back. Thermals are easier to work with if you work them upwind.

I have seen airplanes do several things when they encounter a thermal but will only mention a few of the important ones. A big thermal needs no explanation. Even if you're a new pilot, believe me, you'll know when you're in one.

- 1) Watch the horizontal stabilizer. It rises when encountering a thermal, more so than the wing, and especially in weak or edge thermals.
- 2) Watch the wing tips. They often will bobble. The airplane goes through a series of rapid, but small, left and right roll gyrations.
- 3) Watch for an unexplained turn. Often a thermal will pull an aircraft toward it. This is further evidence of the rotating nature of a thermal.

So when do you launch? Don't launch when the wind is picking up. You probably just missed a thermal. Wait until the wind subsides a little and let the airplane go. Be observant to subtle changes in air temperature. Sometimes, you'll notice a puff of cool air. This is thermal wind. When or if you feel a cool puff, launch the airplane. Be patient! I have a tendency to release my airplane as soon as possible, especially when using a hi-start. If you can, wait a minute; it can really pay off.

Look down field. If you're lucky, your field has trees at the far end. Optimally, a thermal will generate upwind of you. Those downwind at launch time are useless. The trees often will swirl. Straight line wind is one thing, but when the trees swirl or move haphazardly, they are probably in the midst of a thermal. If that's the case, launch your airplane.

Entry

When you encounter a thermal using what you just learned, ask yourself this: “Is the thermal to your left or right and do you feel lucky?”

Here's what you do. Turn left and begin a nice large arc. If the airplane does not climb, one of two things has occurred: You missed it entirely or it's on the other side. Continue your turn, straighten it out after 270° and begin a right-hand turn. The 270° is important. If you complete the turn and then initiate the right turn, the thermal has probably blown past your airplane and is now behind it. This basic pattern is based on a wind of about 7-12 mph.

The maneuver looks like a figure eight. You also have made efficient use of time and energy. Your first entry into a thermal should be smooth with the wings banked no more than 30°. Entering a thermal is a multi-staged event. The early stages must be smooth and controlled. Once you establish the strength of the thermal, you begin to work it.

Recognition, entry, and establishment should take about 30 seconds to one minute depending on thermal strength.

Escape

Sometimes, no matter how hard you try, you can't stay in the thermal. It happens to the best of us. Don't panic and don't sweat it. Some veteran pilots feel that escaping from a dead thermal is more important than finding one. Here's what you do.

Decide when to get out. This is subjective. I've seen thermal recovery from as little as 20 feet off the ground. Turn the airplane into the wind and fly hands off, as though you were starting from the launch release. I determine a thermal is dead when I cannot gain altitude and have been losing it steadily for 30 seconds. Your mileage may vary.

There is no substitute for practice. Most Sailplane pilots require two to four seasons before they master those techniques.

Don't get discouraged. I jokingly called this sport “The Hiking and Sailing Club.” You do a lot of walking.

Sometimes the thermals are just bad. I have no formula for that; it all depends if you're happy just gliding around or not. This is usually when I quit and go home.

from *Miss Information*
Michigan International Soaring Society
Norm Sorensen, editor

ARF Tips

Manufacturers strive to design and build almost-ready-to-fly (ARF) kits that any RC pilot can proudly show off and enjoy for many years, and more often than not, they are enormously successful. The quality, appearance, and flight capabilities of the airplanes available today are truly outstanding, and I am among those who want to ensure that my new models will still be around for me to enjoy 10 years down the road. Fortunately, a little extra time during the final assembly will help extend the life of that new airplane. Try out some of these tips on your next ARF.

1. Seal down loose covering: This should be the first step in the assembly of an ARF that uses heat-shrink covering. Use an iron or heat gun to remove wrinkles that may have emerged during shipping, and then turn the heat up and go over all the surfaces where the covering overlaps or ends on bare wood. Be sure you don't melt or shrink the covering too much, and pay particular attention to the engine compartment and wing-saddle areas. After you've sealed the covering where it ends on bare wood, apply cyanoacrylate glue (CA) along the edges to ensure that it stays that way.

2. Fuel proof the firewall: After a few flights, the firewall or engine compartment of airplanes powered by nitro and gas engines can incur damage if left unprotected. Check these areas, and if needed, paint, epoxy, and CA can provide the necessary protection. (Heat-shrink covering material will not sufficiently protect these areas from repeated exposures to fuel and gas residue.) The paint can be sprayed or brushed on, and the epoxy should be thinned with a little rubbing alcohol and applied with a brush. Thin CA can be dripped on the surface and allowed to soak in, but thick CA should be rubbed in with your finger; of course, it's a good idea to wrap your finger in plastic.

3. Check high-stress glue joints: All visible glue joints should be checked for cracks or stress breaks when you unpack a new kit. Damage can easily occur during shipping; changes in humidity levels from one part of the country to another can warp parts and cause cracks or other damage to joints. When checking the joints, pay particular attention to high-stress areas such as the wings, stabilizer, rudder, firewall, landing gear attachments, and servo trays. Repair the damage with CA or epoxy, and reinforce that area with balsa triangle stock, plywood, or fiberglass cloth.

4. Rubber tubing around the clevis: When the control surfaces deflect, pressure builds on the control horn and the clevis. The weakest link is the clevis—specifically, on its tiny pin. The pressure can generate enough force to pop that clevis pin loose but rubber tubing will help prevent this.

5. Reinforce the screw holes with CA: All screw holes in wood (balsa, plywood, and hardwood) should be reinforced with CA, especially those for the control horns, servos, canopy, and cowl. Drill the hole, insert the screw and remove it, and then drop thin CA into the hole. This will strengthen the wood and prevent it from being stripped.

6. Seal fuel-tank tubing at the firewall: Tubing that exits through holes in the firewall will eventually wear out from vibration, but you can prevent this by sealing the fuel tubing at the firewall with silicone sealant. Tanks that extend through the firewall should also have sealant around the hole; this will stop any fuel from seeping into the tank compartment.

7. Properly installing the hinges: The CA hinges that are included in many ARF kits do a fine job of supporting the control surfaces. They are usually chemically treated to encourage the CA to wick to all parts of the hinge and provide good adhesion, but this process can be helped along by drilling a small hole (3/32 inch) in the center of each hinge slot. This gap above and below the hinge will allow the CA to penetrate all the way to the back of the hinge.

8. Foam tape on the wing saddle: Exhaust residue that enters through the wing saddle can damage unprotected wood in the airplane's interior and will eventually ruin it. You can protect this area by applying foam tape around the wing saddle. It will form a fuelproof seal and is soft, so it won't hinder wing alignment.

9. Thread-lock all bolts: With the exception of engine screws, all of the bolts that screw into nuts, blind nuts, and threaded metal pieces benefit from thread-lock. It reinforces the grip and provides a measure of insurance that the screws won't vibrate loose. This simple step can save you quite a bit of grief later.

10. Keep those wheels rolling: To ensure that the wheels remain in place, use a small file or a rotary tool to grind a small flat spot on the axle beneath the wheel-collar setscrew. This flat spot will prevent the wheel collar from sliding off. Don't forget to apply threadlock to the setscrew.



NAME THAT PLANE:

Last Month's Name That Plane:



GRUMMAN XP-50 SKYROCKET

The XP-50, Grumman Model G-41, was based on the Navy XF5F-1 carrier plane modified for a tricycle landing gear. The aircraft was runner-up for the Air Corps Circular Proposal 39-775 competition won by the Lockheed P-49

The XP-50 crashed into the Long Island Sound on May 14, 1941, during a test flight after the right engine's turbo-supercharger exploded. Further development of the aircraft was halted and design continued on the XP-65, an improved version of the XP-50.

SPECIFICATIONS:

- Span:** 42 ft. 0 in.
- Length:** 32 ft. 0 in.
- Height:** 12 ft. 0 in.
- Weight:** 8,307 lbs. empty/10,558 lbs. gross
- Armament:** Two 20mm cannon and two .50-cal. machine guns
- Engines:** Two radials of 1,200 hp each (Wright R-1820-67/69)

PERFORMANCE (estimated values, aircraft crashed before testing was completed):

- Maximum speed:** 424 mph at 25,000 ft.
- Service ceiling:** 40,000 ft.
- Range:** 585 miles

OCTOBER NAME THAT PLANE:



Rogue Eagles R/C Club

2008 OFFICERS AND BOARD MEMBERS



Elective

President*—John Gaines.....582-3252
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*--Voting Board Members

Next Club Meeting: October 14th 2008

Our Thanks and Appreciation to the following businesses:

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