



# The Rogue Eagle

Rogue Eagles R/C Club

AMA Chapter 534

March 2009

**Notice: Field will be closed during the Float Fly!**

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## In Memoriam:



### 105th Anniversary 2008 Dynaglide

I am dedicating this issue of the Rogue Eagle to my beloved brother, Tom Musolf, who passed away unexpectedly on Friday, February 13th. (A Harley man to the end). I wish you could have met him. Rest in Peace Tom.

## Spektrum DX6i Recall

A safety recall for all DX6i Spektrum transmitters with date codes 807E, 808E, 809E, 810E, 811E, 812E, and 901E including those ending in "US", "UK", or "DE" has been issued by the manufacturer.

There seems to be a concern about about potential issues with stick potentiometers.

The date codes can be found inside the battery compartment or on the outside of the battery compartment cover. Even if your transmitter does not have the date code, the recall notice advises all DX6i owners to run the test anyway. The service bulletin has instructions for performing the test on the Spektrum website.

If there is a problem with any DX6i you need to go to the and request to have a shipping call tag sent to you as Horizon hobby is paying for all shipping to and from the factory. But in any event, it is very important that people go to the website and read about the safety recall and what to do.

<http://www.spektrumrc.com/Articles/Article.aspx?ArticleID=1901>

If you have any questions, please call 877-504-0233

## Golden Age Air Races

May 3rd, Washougal Washington



Come, fly your airplane and honor the brave aviators of the era: Jimmy Doolittle, Roscoe Turner, Wiley Post, Benny Howard and many, many more.

Will this be a real race or demonstration? It will probably be a bit of both. If you're flying the new small Wedell-Williams ARF from Hobby Lobby you might race low, fast and cut the pylons close. If you're flying a 25% scratch-built Hall Bulldog that took you years to build, you might fly a little higher and take the turns a little wider. Don't feel comfortable flying around the pylons? We'll have plenty of open flying time during the day.

Demonstration race airplanes will be grouped by speed, size, value, and pilot skill.

The great '30's air shows always included amazing "feats of skill and daring" as well as pylon races. If you have an appropriate scale biplane with smoke and a wing-walker we want to see it!

**Come participate in an event that should capture the glory of the National Air Races on Sunday, May 3rd at the Fern Prairie Modelers Field in Washougal, WA.**

(This is a gas/glow/electric event unlike Saturday's event that is electric only.)

[www.fpmc.org](http://www.fpmc.org)

Jim Riggle, CD [jim@jimriggle.com](mailto:jim@jimriggle.com) or 503-655-3243

ALSO...Saturday, May 2nd is the 18th annual FPM "Celebration of Silent Flight" all-electric-power event.

## 2009 Contest and Events

Agate lake Float-Fly—17, 18, 19 April

IMAC—01&02 May

BBQ Fun-Fly with Keno Club (our field)--30 May

Warbirds—06 & 07 June

Fun-Fly at Keno—27 June

4th of July Parade

IMAA—17, 18 & 19 July

Kids' Day (?)

Wal-Mart Day—15 August

Air



## Board Meeting Minutes February 24<sup>th</sup> 2009

### Opening:

The club President, Bill Grove, opened the meeting at 7:00 p.m. at the Central Point Senior Center. There were thirteen members present.

### Meeting Minutes:

The Secretary read the minutes of the February 10th General meeting. After clarification was requested about the quantity of concrete quoted in the minutes, a motion was moved, seconded and approved to accept the minutes as read.

### Treasurers Report:

Not applicable this evening

### Old Business:

#### Neighbor "over flight" issue.

As a follow up to the previous discussions regarding the "no fly zones" and the requirement not to fly over the neighbor's house, an updated map has been developed showing the field and the "no fly zones" striped in red. This was circulated and briefly discussed in the meeting. The updated map will be posted on the Website and displayed at the field. All members are requested to ensure that any visitors or pilots unfamiliar with our field are shown the map and informed to stay within the boundaries and especially not to fly over the neighbor's house.

#### Field infrastructure and improvements: -

To conform with our obligations to the County, Bill has sent a Fax to Tom Styers and John Field, the County officials, the information for the laying the concrete areas that we have planned. In addition Gary and Bill will meet Tom at the field tomorrow (Wednesday) to show him physically what we are going to do. In discussions that Bill has had with Tom Styers, Tom is perfectly happy with our plans, and is just performing "due diligence" in visiting the field.

Work parties are being organized for Friday and Saturday 27<sup>th</sup> and 28<sup>th</sup> commencing at 8 a.m. to conduct the field improvements. Flying activities will be partially constrained while the work is in progress.

Gary Neal reported that a snag has arisen over the delivery of the concrete on Saturday. The primary vendor may not deliver as required on Saturday, depending on the volume of concrete. Gary has a backup supplier that will deliver what we need, with a \$20-00 charge for Saturday delivery. Which Vendor is chosen will depend on the circumstances prevailing on Saturday morning.

Also it turns out that Gary does not have as many stakes available as initially thought, so he will have to find an additional source for some more stakes. Joe DeAscentis offered to provide some stakes if Gary makes the request.

There was some planning discussion between Gary and Sam Arrigo concerning the pipes needed for the start-up pad. It will be resolved between them.

Gary mentioned that when he is meeting tomorrow with Tom Styers the County official, he will broach the subject of installation of two "control line circles" at the field and what it would involve to plan for this.

#### Neighbor "over flight" issue.

Joe DeAscentis queried whether there was any further information relative to the County position on this topic. None present at the meeting had any further information. Joe received a phone call from the County and described to the meeting the gist of that call and the ongoing situation.

Alan stated that he had searched through the Secretaries files, look-

ing at every piece of paper and there is definitely no document that relates in any way to this issue.

### New business:

Bill has received a proposal from Melvin Carter to give a presentation at the next meeting on the conversion of "piston powered" models to electric power. This will be scheduled and Bill stated that he would like to see presentations on modeling topics to become a regular feature of our general meetings.

### Events.

Bill announced that he has received a flyer from the Rogue Valley Flyers, that advertizes the "Swap and Shop" event at the Josephine County Fairgrounds in Grants Pass, on Saturday April the 4<sup>th</sup>. A table costs \$15-00 and additional tables are \$13-00 each. Set-up is at 07:00 hrs and general admission starts at 09:00 hrs. More information is available on their website.

### Catering at R.E. events.

Bill stated that we have a regular vendor that caters to our events, providing "hot dogs". He has been contacted by another vendor out of Klamath Falls, who would also like to attend our events to provide catering with an alternate menu. Bill read out some of the extensive menu items that this gentleman would provide. A motion was moved, seconded and approved for Bill to request some references from this vendor and gather more information.

### Spektrum DX6i. Transmitter problem.

Bill announced that there is a product recall bulletin out from Spektrum. Some transmitters have a potential problem with the stick control potentiometers. The problem applies to units with specific date codes. (They are 807E, 808E, 809E, 810E, 81E, 812E and 901E). Details are available at the following web site. [www.spektrumrc.com/Articles/Article.aspx?ArticleID=1901](http://www.spektrumrc.com/Articles/Article.aspx?ArticleID=1901)

### Non Profit status.

Bill has been reviewing the requirements for the club to maintain the non-profit status and stated that we have to submit a "universally accepted" financial statement every year.

He has available a new package of "Quickbooks Pro" that would certainly suffice as an "accepted" program. After a little discussion Werner revealed that he is using "Quicken" as an accounting tool. This too is an accepted tool, so no change should be necessary to the current methodology.

### Charging batteries safely.

Bill has a list (From Triton) of charge times for all types of common modeling batteries. This is very good information and if anybody would like a copy of this list please see Bill.

### Frequency pins: -

Joe Kilbourn has prepared the proposal for new frequency pins to replace those that are currently in use at the field. He passed round an artwork picture of the proposed pin. Joe described the materials and work that would go into the making of the pins. Different background colors will distinguish the different groups of 53 MHz, 72 MHz and 2.4 GHz.

The total cost, including a 20% discount would be \$376-64. Bill reminded the meeting that the previous quote he had received was for \$400.

A motion was moved, seconded and approved to bring this proposal forward to the membership at the next general meeting.

John James mentioned that he has learned about someone in California who maintains a web site that tracks all of the model flying events in Washington, Oregon, California and Arizona. If John can track down this individual, he will place a link or appropriate mechanism on our website to access this information.

The meeting was officially adjourned at 8:00 p.m.

## RED BLUFF FLOAT FLY - NO MORE

Hey everybody, Mike Brown here.

Because you all have supported the Red Bluff Float Fly so well, I thought it only right to inform as many past pilots as I can about its fate. So..... lets get to it.....

I am afraid its bad news though, the worst, ***there is no longer going to be a Red Bluff Float Fly.***

Last year right before the float fly I was told we would be there another 10 years and that is what I reported to everyone during the event. Then somewhere around a month after last years event was over I received a call and was told something entirely different. As a matter of fact I have been told many things but what it all boils down to is that because of the fish, The Salmon and the Green Sturgeon the gates at the dam will only be closed for possibly 2 months this year, maybe less. If it is only full for 2 months that would mean the gates closing about June 15<sup>th</sup> (which would be the day after this years event). Then it takes about 2 weeks for all the debris and moss to clear the water.

Now we could move the date of the event but I and both clubs agree that with a much shorter season the local boaters will dominate the water. Although the boaters have been great to us I would not expect them to want to give us the largest "piece" of the water available. Therefore they could be buzzing round and round in front of us and that would simply not work. I have tried to find a suitable replacement and have one option I am looking into for next year. It is 10 miles south on Hwy 99. A private water ski lake. (you can google and find it, just look between Hwy 99 and the Sacramento river south of the town of Red Bluff..

So options for you..... for this year.....

For the second weekend of the month, June 12, 13, 14 2009 (the weekend the float fly would have been) I am going to have a new event at my main home field in Anderson. "Wings Above Ash Creek" It will be a three day event with any size or type airplane able to fly. You are all most welcome. There is plenty of room for all the motor homes like in the past and there will be food, a raffle and everything the float fly had except 20 acres of water and that wonderful lawn. (The bathrooms are much closer!) We do have 100' of shade and all the shade tarps you bring can be set up.

I wish I had better news, I kept my permit open for Red Bluff just in case..... so until then, come enjoy The Northern California R/C Unlimited Flyers field in Anderson, CA..... AMA Charter #3233.

Thanks,

Mike Brown  
PO Box 69  
Bella Vista, CA 96008  
530-549-3005  
cabrowns@citlink.net

## Show and Tell

Be sure to attend our March 10th General Meeting for a mini seminar on how to convert your nitro bird into a Green Machine! New member, Melvin Harder will present the material. Below, is the agenda:

### How to Convert a Gas Plane to All Electric

1. Select model - your choice.
2. How to determine the model's approximate flying weight and flight performance desired.
3. How to determine motor selection criteria.
4. How to select prop diameter and pitch as well as determine level flight speed, stall speed, top speed, thrust, and volts/amps.
5. Discussion on understanding "PULSE" technology.
6. How to select the ESC (Electronic Speed Control).
7. How to select battery size and capability (mAh and "C").
8. How to design and install a battery tray.
9. How to CG the model.
10. Discussion on safety features.

## Dues Overdue Notice

**If you have not paid your 2009 dues yet, please get current as soon as possible. Many have not renewed and we are well past the due date. Remember, annual dues are from January to January.**

**The PAID DUES list will be coming out soon and if you are not on it, you will have to put \$3 in the "Day Use" box each day that you fly. That can get expensive!**



## Give Me Exponential Rates

by Matthew George

I wanted to take a few minutes and talk about the use of exponential rates as supported by most of our RC transmitters. After getting back into the hobby over the last several years, I'm surprised at the slow adoption rate (no pun intended) of using exponential rates.

I have even heard recommendations that you shouldn't use exponential rate features on your radio. I can tell you by experience, that any pilot serious about becoming accomplished in aerobatics will make his life much harder if he tries to fly precision maneuvers without incorporating exponential rates into his control surface throws. I am of the opinion that almost any aircraft should be set up with exponential rates on the control surfaces. You will immediately see an improvement in your flying once you understand and start dialing in exponential rates for all your aircraft. Trainers to unlimited IMAC birds, gliders, sport planes, flying lawn mowers, etc ...

What is the definition of using an exponential rate on a control surface? Exponential rate is where the servo movement is not directly proportional to the amount of control stick movement on your transmitter. Over the first half on the stick travel, the servo moves less than the stick. This makes control response milder and smoothes out level flight and normal flight maneuvers. Over the extreme half of the stick travel, the servo gradually catches up with the stick throw, achieving 100% servo travel at full stick throw for aerobatics or trouble situations.

All the newer radios support this feature and the best part is the fact that no physical change is required on the aircraft. It's a simple matter of programming your radio to use exponential rates on some or all of your control surfaces including your throttle.

Have I convinced you to give expo rates a try? It's not scary; I promise. Pull out your transmitter manual and start reading. It's usually a simple matter of scrolling through your on-screen setup menu and finding the option to set expo for each control surface.

There is only one caveat I know of, if you have a Futaba radio, make sure to dial in your exponential rates as a negative number. All other radios use positive numbers when setting up expo rates.

I would start by static checking your control throws after you dial in some expo. Start with your ailerons and dial in about 30% expo for channel one. Now watch your aileron control throws as you move your stick on the radio. You will notice a soft, easy movement while you are at the center of the stick and as you move the stick to full left or right, the controls will begin to move faster to their current end-point setup. This will make your aileron response much more soft at the center of the stick and you will be doing full, slow rolls all across the field. When you need

some quick aileron for a quick correction or faster aileron roll, you will still have the throw you need when the stick gets to its extreme position. It will make your flying much smoother. If you are using the newer faster servos, you will see much more effect by using expo rates.

So how does Matt have his radio set up? There is no exact formula, but this may give you a place to start:

My expo setting on my Composite ARF 330S for precision non-3-D flying are below. Keep in mind I have a lot of throw in my control surfaces even on low rates, so you will want to experiment and find the best settings for your aircraft. (Note: I'm using a Futaba radio, so these numbers are listed as negative. For other radios—JR, Airtronics, etc.—you would dial in positive numbers.)

Aileron: -50% (left and right)  
Elevator: -40% (up) -20% (down)  
Throttle: -38% (this smoothes out the throttle response across the whole stick movement)  
Rudder: -80% (left and right)

If you are skeptical, start with lower numbers, 0% would equal no exponential at all. Try a different setting after each flight and get to a point where you see your flying get smoother.

You have heard all the top aerobatic pilots' names: Frazer Biggs, Quique Somenzini, Mark Leseberg, Christophe Paysant-LeRoux, Chip Hyde, Mike McConville, Bill Hempel, Kenny Lauter, Jason Noll, Jason Schulman, etc. I'm not even in the same league as these pilots, but guess what all these pilots have in common? Yep, they all make heavy use of exponential rates when setting up their radios.

So pull out that radio manual and start dialing up that expo! You will be glad you did and your friends will be asking you what you did to improve your flying.

## Work Party Thank You!

The Rogue Eagles wish to thank the 34 volunteers who responded to the work party call this Friday and weekend. Your generous gift of time and talent has allowed us to moved ahead of schedule on the planned tasks for the field. Both Bill Grove and Gary Neal sincerely THANK YOU for your contribution to the club.

We also wish to thank Bob Henneuse for the work he performed with his tractor. We could not have done the concrete work without him. Thank you Bob.



## February's Name that Plane:

### Globe Swift GC-1B (Poor man's Mustang!)



The 85 hp **GC-1A Swift** was advertised as the "All Metal Swift" and received its [type certificate](#) on [7 May 1946](#). Two prototypes were built but essentially, the design remained the same as the type entered production. Globe built about 408 GC-1As.

Later that year, the Swift received a more powerful engine of 125 hp, making it the **GC-1B**. Globe, together with [TEMCO](#), built 833 GC-1Bs in six months. Globe was out-pacing sales of the Swift, however, and did not have enough orders to sell all of the aircraft being built. As a result Globe was forced into insolvency. TEMCO being the largest debtor received permission from the "receiver" to obtain the type certificate, tooling, aircraft, and parts to enable them to continue production in late 1947, in the hope that reviving production would enable TEMCO to recover their loss. TEMCO went on to build 260 more aircraft before shutting Swift production down permanently in 1951.

#### 1946 GC-1B Specs and Performance:

- Original Price: \$3750 to \$4000
- Engine: Cont. IO360 210HP
- Gross Weight: 1975 lbs
- Wingspan: 29'4"
- Length: 20'10"
- Cruise 75%: 173 to 180 knots
- Range at 75%: 900 miles
- Rate of Climb: 1500 fpm
- Service Ceiling: 18,000 feet
- Stall Speed (flaps up): 63 knots

## March's Name that Plane:



Rogue Eagles R/C Club

2009

## OFFICERS AND BOARD MEMBERS



### Elective

**President\***—Bill Grove.....660-6581  
Email: [floyd955@charter.net](mailto:floyd955@charter.net)

**Vice Pres\***—Gary Croucher.....664-1133

**Secretary\***—Alan Littlewood.....362-3731  
Email: [alan\\_littlewood@charter.net](mailto:alan_littlewood@charter.net)

**Treasurer\***—Werner Bruckner.....664-2549  
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### Board Members-At-Large:

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**Instructors** — Richard Schwegerl.....773-5479  
Bill Grove.....955-0634  
Gary Lindsey.....776-5832

(\* = Voting Board Members)

## Next Club Meeting: March 10 , 2009

*Our Thanks and Appreciation to the following businesses:*

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**Thirty-five seconds ago, I valued your advice.**

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«First» «Last»  
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