



The Rogue Eagle

Rogue Eagles R/C Club - AMA Chapter 534 - Medford, Oregon

Building Season is upon us!

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2010 Event Schedule

Mar 27 Pylon Race Agate
Apr 3 Swap Meet GP **
 Apr 16-18 Agate Float Fly
 Apr 24 Pylon Race Agate
May 1-2 IMAC Agate **
 May 15-16 Warbirds Agate
 May 22 Pylon Race Agate
 May 30 Fun Fly Lunch Agate
 Jun 5-6 Klamath Glen
 Jun 11-13 Ash Creek
 Jun 18-20 Plat I (?)
 Jun 26 Pylon Race Agate
Jun 27 Keno BBQ **
 Jul 10-11 Selmac Float Fly
 July 16-18 IMAA Agate
 July 24 Pylon Race Agate
Jul 30/Aug 1 IMAA Elkton **
 Aug 13-15 Dawn Ptrl Elkton
 Aug 13-15 Klamath Glen
 Aug 21-22 Air Show Agate
 Aug 28 Pylon Race Agate
 Sep 11 Fun Fly Lunch Agate
 Sep 18 Swap Meet Agate
 Sep 25 Pylon Race Agate

** Tentative

PRESIDENTS CORNER

The 2008 Constitution and By-Laws are now available to all paid members. To get your copy, contact me at floyd955@charter.net or Alan Littlewood at alanlittlewood@charter.net and a copy will either be emailed to you. If you do not have email, call me at 541-660-6581 and I will mail it to you.

If you are concerned about the way that the club is doing business then come to the meetings or if you can not get to the meetings send a proxy in writing please with someone who can make the meeting. ONE proxy per person please.

If you have something to present to the club please come to the meeting and you can do the presentation in the applicable agenda time frame. We all have an area that we can teach someone else about so please come on in.

December the 31st will be the date that the combo of the gate will change. To get the new combination you will have to pay your membership dues. The combo will be put on your new membership sticker. **Please do not give out the new combo to anyone for any reason.** Have the individual contact the board if there is a question.

The Board is working on the Membership manual and will have it ready hopefully by the time it is dues paying time. If not, then we will present them the first of the year 2010.

I want to again thank everyone who helped and participated in the air show this year. GREAT JOB EVERYONE.

The Christmas Party will be held at the New Far East Restaurant the 2nd Saturday of December. PLEASE RSVP with number of people and your type of cuisine. (i.e. American or Chinese) 6:00 pm

Floyd

WHAT ARE YOU BUILDING?

We would like to know what building projects you are working on! Send us you build photos and a description of your project and it will be shown in coming newsletters. I know we have a lot our there. Send your photos and descriptions to flight431@msn.com



Board Meeting for Sept. 22nd. 2009

Opening:

The club President, Bill Grove, formally opened the meeting for business at 7.00 p.m. at the Central Point Senior Center. There were eight members present. (Five officers).

Announcements.

Bill distributed copies of the new AMA safety rules that come into effect on the first of January 2010. The new articles in the regulations are highlighted in bold type.

Constitution and Bye-laws.

Bill also distributed copies of the Bye-laws and had brought along the new texts of the proposed additions. However, as we did not have a quorum present at the meeting, it was not possible to vote on any of the proposals.

Gary Neal moved a motion to postpone discussion of the proposals until the next Board meeting.

Without a quorum present, it was not possible to conduct any of the proposed agenda, so the meeting was officially adjourned at 7:20 p.m.

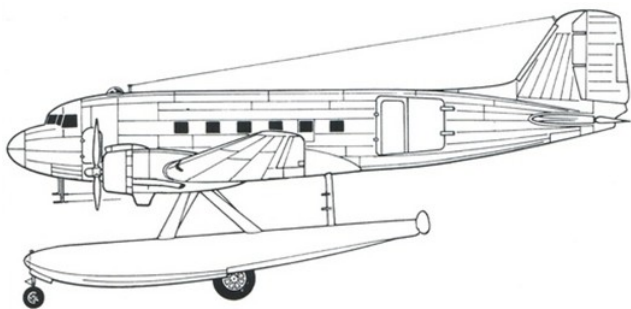
Addendum.

Flight benches.

Sam Arrigo stated that the two new benches have been completed and will be installed at the field tomorrow.

Show and tell

Gary Neal distributed the flyer sheet from Cassini models. For personal reasons Cassini is closing down the business and is selling of his inventory at extremely low prices.



Season Switch

by Dave Mathewson, AMA President

Hello again. I hope everyone has had a good outdoor flying season. As the temperatures get cooler heading into the fall months, for many of us in the colder parts of the country the indoor flying season is about to begin.

With the advancements in small electric models over the last couple of years, especially in the micro RC area, almost any facility of reasonable size can become an indoor flying site. School gyms, community centers, and sports domes make excellent indoor sites. More often than not all it takes to gain access to one of these facilities is to ask.

Facilities managers are always looking to get the maximum use out of their buildings. Sometimes there may be a reasonable fee associated with rental of the site, but in many cases use of the facility is free. There's one indoor club near where I live that has had the use of a church gym for as long as I can remember. The cost? Each pilot that comes to the flying sessions brings a canned good for the church's food pantry. That's a pretty reasonable use fee and everybody comes out a winner.

Give some thought to contacting some of the facilities near you this winter. It might result in getting a place to keep active during the colder months when outdoor flying can become a challenge for many of us.

This is also typically the time of year when many of our clubs hold their annual elections. For a lot of us, new faces will be sitting at the officer's table. For other clubs the current officers will be re-elected to continue for another year. Regardless, the success of any club lies within its membership. A title doesn't mean that all of the workload needs to fall on the shoulders of the title holder. In fact, the mark of a good leader is the ability to surround him or herself with good people who can help bear the load of managing a club. As you develop your club's activities agenda for the coming year, encourage your members to step up and help out. You'll find that when asked, many will respond favorably. In fact, many members are just waiting to be asked to help out. The end result is that chances are your events will turn out better while at the same time more members become engaged in the club's activities. *(continued on page 3)*

Season Switch (cont)

AMA membership renewals will be mailed over the next several weeks. Along with the renewals will be ballots for the AMA Executive Council elections for the period beginning January 1, 2010. This year all of the even numbered district VP positions are up for election, as well as a special election in District IX. Candidate statements will appear in the October issue of Model Aviation. Please take just a few minutes to read the statements and cast your vote. Unfortunately this year, in many districts candidates are running unopposed. If you're current district VP is running unopposed and you think he is doing a good job, take a moment and vote for him. A VP will use the election results as one barometer as to how well those in his district think he's doing.

From TRAC News, Tampa Radio-Control Aircraft Club, Tampa, Florida

Improving Poorly Controlled, Dangerous Takeoffs

by Jim Devine

How often have you seen an airplane that is taking off veer toward the pilot stations? Usually the pilot gives the engine more gas and, using the ailerons, yanks the airplane back to the right. Occasionally, the airplane continues to the left, clears the safety barriers, and heads for the people in the pits and the cars just beyond.

If you have poorly controlled, potentially dangerous takeoffs, try practicing control of your aircraft on the runway. First, check the wheels and make sure they have a little toe-in. Also, the wheels should not continue to spin when given a flick. To create friction and avoid free-wheeling, slip a 3/16-inch long piece of fuel line on the axle and push the retainer collar in tight. With proper adjustment, the wheels will turn only if you push them with your finger. This braking action allows for a high idle speed without the airplane moving, which reduces the chance of the engine dying when the idle is too low. This also helps stop an airplane that might otherwise roll off the end of a runway during landing.

Choose a day when the wind is light and the runway isn't being used. Practice taxiing back and forth the length of

the runway, using the rudder for control. Stay within a few feet of the yellow center line. When you have mastered taxiing at slow speed, click the throttle up another notch or two and keep practicing. With enough practice and a slow, smooth application of power, you can approach takeoff speed while moving down the center of the runway. You also can practice aborting the flight by shutting off fuel when you're about to lose directional control of the airplane.

With this improved directional control and practice at aborting a poorly controlled airplane, your takeoffs will be much safer and a pleasure to watch.

Ed Note: Also consider 2 to 3 degrees of right thrust!

RC Helicopter Safety Tips



1. Whenever you start your helicopter, whether it's a nitro, gasser or electric, always hold the blade grips tightly. If your throttles not all the way down, or there's a glitch, your heli can spin out of control and cause serious damage.
2. Always stand a minimum of 5 – 10 feet away from your helicopter and never fly towards yourself. Similarly, don't fly around other people or pets.
3. Blade tips can be spinning in excess of 250 miles per hour and a carbon fiber rotor at those speeds can do some serious damage and even cause death.
4. Always disconnect your battery / motor before trying to adjust anything on your heli.
5. If a blade separates during in flight, it can fly in excess of 100ft, so make sure your nuts / bolts are tight.
6. Perform a quick pre-flight check to make sure everything's as it's supposed to be. Make sure nuts, bolts and screws are tight, linkages aren't loose, and your batteries are charged.

Helicopter Safety (continued from page 3)

7. Don't fly alone if it can be avoided and always have a cell phone or other means of communication available.
8. Don't fly near trees, power lines or other obstacles.
9. Avoid flying your RC heli in close proximity to another heli to avoid contact and a potentially fatal crash.
10. Don't fly any non-electric RC heli indoors. The fumes are toxic and not good for your health.
11. Practice new moves on a simulator first for safety and your wallets sake.
12. When flying on windy days, always fly upwind from your RC helicopter so a gust doesn't blow it towards you. Better yet, don't fly when it's windy out.
13. Don't adjust the radio when your heli is powered. If you accidentally reverse the throttle bad things can happen.
14. Avoid flying your RC helicopter at head heights. If something comes loose or there's a glitch (electrical or human) you're less likely to lose an eye.
15. If you want to manually slow down the blades do so by adding friction to the button and keep loose clothing and other bodily parts away from them.
16. When walking towards your heli, make sure that the throttle hold switch is on, on your transmitter.
17. Only use hardened bolts for any bolt that has a load being placed on it. If possible, stick to stock parts.
18. Program failsafe settings into your receiver if possible.
19. If you're new to RC helicopters, make sure that an experienced heli pilot checks out your helicopter and radio setup prior to your first flight.
20. Don't fly powerful RC heli's indoors that were meant for the wide open spaces of outdoors like the stupid guy flying the Raptor 90 in this video. I don't need to tell you how dangerous a glitch or dumb thumbs can be in this situation.

Club Pylon Racing 2009

October 24th will be our last pylon race of the season ending a fantastic first year of the event. Each race day was well attended with at least 7 to 8 airplanes and pilots ready to race for heat points.

Awards for 1st, 2nd and 3rd place will be presented at this year's Christmas Dinner and I encourage all racers to attend and share the glory!

The First Place Trophy is a perpetual trophy, engraved with the winning racers name and includes full bragging rights. The trophy will be returned in 2010 waiting for the next winner to be added.

We look forward to next year and hope to have more pilots join this event and share all the thrills and full throttle fun we all had this season. If you are interested in participating, please contact Ben Musolf at 608-7240

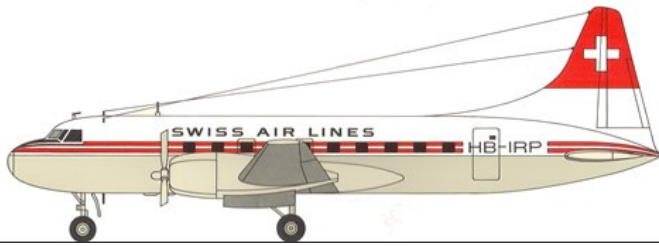
RACING SCHEDULE FOR 2010:

MARCH 27
APRIL 24
MAY 22
JUNE 26
JULY 24
AUGUST 28
SEPTEMBER 25



SEE YOU AT THE RACES!

September mystery plane is:



The CONVAIR 340

CV-340: built for United Airlines, was basically a CV-240 lengthened to hold an additional four seats. The wings were also enlarged for better performance at higher altitudes. The CV-340 replaced the DC-3 in United service. The airline flew 52 340s for 16 years without a fatality.

General characteristics

Crew: 2 or 3
 Capacity: 40 passengers
 Length: 74 ft 8 in (22.76 m)
 Wingspan: 91 ft 9 in (27.97 m)
 Height: 26 ft 11 in (8.21 m)
 Wing area: 817 ft² (75.9 m²)
 Empty weight: 29,500 lb (13,410 kg)
 Max takeoff weight: 42,500 lb (19,320 kg)
 Powerplant: 2× Pratt & Whitney R-2800 Double Wasp 18 cylinder air cooled radial engines, 2,400 hp (1,790 kW) (wet) each

Performance

Maximum speed: 315 mph (274 knots, 507 km/h)
 Cruise speed: 280 mph (243 knots, 451 km/h)
 Range: 1,200 mi (1,043 nmi, 1,930 km)
 Service ceiling: 16,000 ft (4,880 m)
 Rate of climb: 1,520 ft/min (7.7 m/s)

OCTOBER Name that Plane:



Rogue Eagles R/C Club

2009 OFFICERS AND BOARD MEMBERS



Elective

President*—Bill Grove.....660-6581
 Email: floyd955@charter.net

Vice Pres*—Gary Croucher.....664-1133

Secretary*—Alan Littlewood.....362-3731
 Email: alan_littlewood@charter.net

Treasurer*—Werner Bruckner.....664-2549
 Email: wkbruck@charter.net

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Gary Neal*.....476-6159
 Email: cruisin60s@aol.com

John James*.....301-7400
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Danny Stanton*.....301-4396
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Appointive:

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Public Relations*— Calvin Emigh.....951-5055
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Webmaster — John James.....826-4119
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Instructors — Richard Schwegerl.....773-5479
 Bill Grove.....955-0634
 Gary Lindsey.....776-5832

(* = Voting Board Members)

Our Thanks and Appreciation to the following businesses:

ALS CYCLE AND HOBBY
Southern Oregon's Premiere Bicycle and Hobby Source

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«City», «State» «Zip»