

The "Rogue Eagle" is a publication of the Rogue Eagles R/C Club, Medford Oregon

Rogue Eagle

www.rogue-eagles.org

April 2012

Agate Float Fly April 13-14-15 !

Richard Pekarek holding the seaplane he personally designed and built...Beautiful.

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Volunteer Work Party for Float Fly
See Inside for details

ALL THUMBS FROM THE PREZ'S CHAIR

My name is Jay Strickland and I approve this message



How important is communication? Remember the movie City Slickers where Curly (Jack Palance) held up his single forefinger and said "There's just one thing". Communication might very well be that one thing. On the battlefield we have a saying, comms is king! Before we do anything else we set up and establish communication. Without the ability to pass information we are in trouble. The first major objective in Operation Desert Storm was to destroy their communications, well you get the point.

On a simple level, our flying field operates as an uncontrolled airport. There is no tower or single entity directing

the flow of aircraft in and out. We as pilots must verbally communicate our intentions as well as our needs clearly to all those whose concurrent operations or proximity could cause a conflict or safety issue. Simply put, we must talk to each other on the flightline! We must ensure that all the pilots with aircraft in operation are aware of what we are about to do.

This communication should be two-way, that is if someone announces a planned maneuver such as; "Taking off" (hopefully before his plane is on the runway!), "Dead stick", "Touch and go" etc. you should acknowledge it. An example might go something like, Pilot 1 calls; "Taking off", Pilots 2 & 3 would say; "Clear, the runway is yours", just then though Pilot 4 calls; "Dead stick!", Pilots 1, 2, & 3 would then clear the runway and call; "The runway is clear! This should eliminate all confusion on the flightline especially in situations where there might not be a spotter. It would allow the pilot who might be in trouble to fully concentrate on his task.

In order for this system to work safely we must all abide by a basic hierarchy, a "right of way" precedence. The club can of course decide on this order but generally it would go like this:

- Emergency (situation)
- Dead stick landing (call direction if possible)
- Normal Landings
- Take off
- First flight (see flight rules)
- Individual maneuvers (touch and go's, low pass etc.)

This is not a complicated system but will require everyone to develop this habit of communication to each other. Of course if you have a spotter they should be completely involved also. We have enjoyed an excellent safety record at Agate Skyways but the more active flying club members we have the more we should be proactive and not leave it to just luck!

Remember; In the land of the blind, The one eyed man is king!

That is all for now, Grandog out.

Minutes of the General Meeting for March 13th 2012

Opening:

The President, Jay Strickland, formally opened the meeting for business at 7:03 p.m. at the Central Point Senior Center. There were nineteen members present.

Meeting Minutes:

The minutes of the February 14th meeting were read. A motion was moved seconded and approved to accept the Minutes as read.

Upon request, the Secretary also read out the minutes of the Board meeting for February. Jay stated that an amendment needs to be made to the minutes. That is that the AMA definition for junior membership is up to 19 yrs of age, not 18 yrs. as we recorded. The minutes were approved as amended.

Treasurers Report.

Werner stated that the Share account stands at \$25.77. The Checking Account is \$9,917.12 and the Money Maker account stands at \$2,348.13, making a grand total of \$12,291.02. The dedicated Runway account stands at \$8,327.36. Werner will proceed to move \$992 (that's 10%) from the Checking account to the Runway fund per the approved policy.

A motion was moved seconded and approved to accept the Treasurers report as read. Joe DeAscentis suggested that a minimum dollar level be established for the Checking account.

Old Business.

Gold Leader Club.

Jay has received two Plaques for the club. One is Brass and can be displayed at the field. The other is very nice and we discussed a safer place for it to be displayed. A suggestion was for it to be at Al's Cycle and Hobbies. This was generally approved and we will see if Al's will display it for us.

Sam Arrigo memorial Fly-in.

A reminder was given to the meeting that the fly-in is scheduled for Sunday the 18th.

Non Profit, I.R.S. Tax exemption status.

Larry Cogdell reported that he is working on the necessary paperwork. He has 90% of the necessary paperwork in hand now and filling in the data. One form is 20 pages in length, therefore more involved than he had expected. He hopes to have all complete by the next meeting.

Field Maintenance.

Gary Croucher gave a short update on the field status. Rick Nunes will store some useful tools at the field. The new BBQ is there. The old BBQ can be had by anybody that wants it, but for a short period of time only, as we are getting rid of it. 75% of the field has been sprayed with weed killer. More will be done A.S.A.P.

The boat is available for use at the lake. (But no trailer) Gary is in the process of relocating the battery from the rear to the front of the boat to improve the CG location. (Some materials provided by Jay).

Battery Charging Station.

Larry Cogdell gave a status update on the plans to enhance the facility. Action is in progress and some fantastic support has been given by Calvin Emigh. He has acquired major pieces of sophisticated hardware (e.g. Solar panels, Batteries, Charge regulators etc), all at no-charge, from vendors such as Kyocera and U.S. Cellular to expand the charging capabilities significantly.

There will be separate charging systems for Pilot batteries and the Boat Batteries. We plan to post recognition signs at the field for the vendors.

New Business.

Non-member flying fees.

The current "day-use fee" is three dollars, but hardly anyone is paying. There was discussion on how to solve this, including the need for a better depository and sign.

There was a suggestion to post the membership roster at the field, which would enable members to identify visitors and non-members. Jay asked that all members be amiable, friendly and welcoming to anybody that we do not recognize, find out who they are and remind them to pay the fee. (It is easier if two members have this discussion with the person). It is perfectly o.k to have a guest fly at the field without paying the fee. Just don't make a frequent practice of it with the same person. Being nice to visitors makes it more likely that they will become a member. A motion was moved, seconded and approved to raise the "day-use fee" to five dollars.

It is now endemic that pilots using 2.4 GHz radios are not taking "frequency pins" and leaving membership cards in the Impound shed. This is in violation of the written "impound rules". We need to have everyone follow the rules, (although with 2.4 GHz systems, it is not necessary to impound the transmitter). This way if a stranger is flying, we can identify them by their Rogue Eagles membership card (or AMA card) that is in the impound shed.

This goes along with the section stated above to identify visitors and have them pay the "day-use fee". This is the primary reason for enforcing the impound rules for 2.4 GHz. Radios. Steps will be taken to add more 2.4 frequency pins to the board in the shed.

A motion was moved, seconded and approved to enforce the rule that states all pilots must attach the frequency pin to their transmitter when flying and their Membership Card or AMA card be placed in the appropriate slots in the Impound Shed.

Event schedule.

Jay is going to meet with Steve Lambert at the County to provide him with the Annual Event Schedule. He will also mention by the way that we have painted the bathroom floor over at Agate Lake.

Central Poine 4th July Parade 2012.

Gary Croucher stated that we have been requested to participate again in this parade. We will work on seeing if we can accomplish this.

Big Bird Startup pad and the Taxiway.

We now recognize that there is a safety hazard when pilots taxi along the taxiway when other pilots are at the Big Bird Pad starting their planes. Incidents have occurred, that could have been serious. Jay mentioned that the Board had floated the idea to delete the current Big Bird Pad and install new ones further back with a 10' wide Apron extension concrete pad between the Taxiway and the Helicopter Hovering pad. There was a discussion in the meeting and Richard Schwegerl suggested that a committee be formed to formulate a plan. Eventually a motion was moved, seconded and approved to form an "Apron Extension Committee" to create an agreed plan that benefits ALL pilots.

Joe DeAscentis was volunteered to lead the committee. Tom Everts and others immediately volunteered to join in.

Pilot verbal communication.

Once again we need to remind all pilots to loudly announce their intentions when taking off and landing. Recently a collision occurred on the runway when a landing plane hit a plane on the runway that had just started taxiing back. No announcements had been made and the spotter (if that was his role) did not do his job. There was a discussion and the appropriate rules were read out by Richard DeMartini the Safety coordinator.

Joe DeAscentis also reminded the meeting that all Pilots need to fly the Right hand pattern that is standard for our field. (Of course, if the wind reverses direction, so does the pattern) He objects to those that fly in the opposite direction, even if they have the only plane in the sky. The reason being that this sets a bad example to other pilots.

New Level 2 Pilot.

Jay awarded the Level two pin to Steve Walls. Applause was supplied by the meeting.

More regarding Sam Arrigo.

Richard Schwegerl announced that \$1500 has already been provided to Sam's widow from sales of his planes and equipment, plus an additional \$1600 that was raised from the sales at McMinnville will be handed to her on Thursday.

Show and tell.

Richard Schwegerl showed the very impressive bright red "September Fury" plane that he picked up at McMinnville.

John Gaines showed the "Somethin Extra" plane that he plans to race soon, plus the Venture 60 model that he has placed on scratch built floats.

Larry Cogdell showed two "Quadricopters" that he is enthralled with. One small and one large, flashing LED's and all.

The meeting ended at 9:45.

In Memory of Sam Arrigo



On Sunday, March 18th, a Memorial Day of flying was dedicated to the memory of Sam Arrigo, a fellow friend, flyer and contributor to our Club. Many of Sam's friends attended and President Jay Strickland read a poem honoring Sam. We will always be reminded of Sam especially when we use the stands he so proudly built. Sam was an ardent flyer who loved to fly float planes. We will remember many of the great times spent with Sam.

When someone leaves unexpectedly like Sam did, it takes the breath out of you and immediately reminds us of our own mortality. I think it is important that we live each day richly and as happily as we can. I believe our hobby does that for us and I know it did for Sam, too. Thank you Sam for being a part of our family, we will not forget the memories you gave us.

Electric Presentation Part 2: C rating and Kv Rating for Batteries

By Melvin Harder

C Rating:

"C" is a measure of how much current a battery can deliver, relative to its capacity. The maximum safe current that can be drawn (discharged) from a battery is the capacity of the battery times its C rating.

CAUTION! Exceeding the C rating of a battery can damage it!

Examples:

- A 3-cell lipo rated at 2100mAh, 20 C can deliver up to: $2100\text{mAh} = 2.1\text{Ah}$, $20\text{C} \times 2.1\text{Ah} = 42$ amps
- A lipo cell = 3.7volts; $3\text{cells} \times 3.7\text{volts} = 11.1$ volts; 42 amps $\times 11.1$ volts = 466 watts
- A 4-cell lipo rated at 1500mAh, 30C can deliver up to: $1500\text{mAh} = 1.5\text{Ah}$, $30\text{C} \times 1.5\text{Ah} = 45$ amps
- A lipo cell = 3.7volts, $4\text{cells} \times 3.7\text{volts} = 14.8\text{volts}$; 45 amps $\times 14.8$ volts = 666watts

Think of mAh as the size of your gas tank. Imagine two identical cars except one has a 21 gallon gas tank and one has a 15 gallon gas tank. Obviously the one with the larger tank will go farther.

You can think of C as how fast the gas can be delivered to the engine. Imagine how much more powerful your engine would be if you could feed it gas through a garden hose versus trying to feed it gas through a straw. Higher C means you can draw more current for more power.

Kv Rating:

Kv is the motor constant - it is the number of revolutions per minute that the motor will turn when one volt is applied with no load attached to the motor. In summary we call it revs per volt.

Kv is related to the power out from a motor, or more usefully, the torque power level of a motor.

- A low Kv motor will carry more volts at less amps which will allow it to produce higher torque and swing a bigger prop.
- A high Kv motor will carry more amps at less volts and spin a smaller prop at higher rpm's.

Examples:

A high Kv rating of 1255 means that the motor will spin 1,255 rpm per volt with no load. The 1255 Kv rated motor will spin a 12"X6" prop at 7,900 rpm on 7 cells and draw 48 amps - giving 350 watts.

- Use high Kv rated motors for high rpms with little propellers.
- Use low Kv rated motor for low rpms with large propellers.

Landings

by Bob Wilson, Franklin NC

Not wanting to be outdone by my friend Gerry Goepfert, who wrote about attaching a bubble canopy, I'm going to write about how to making a better landing with your RC model. I still occasionally draw a few haw-haws when I make three landings in one, but at my age I'm entitled.

As a full-scale pilot, I learned that it was most important to enter a downwind leg, which should be more or less parallel to the runway, followed by a turn to base leg and then to final approach, all of which is known as the landing pattern. For our models, the downwind leg should not be too high and usually 100 feet is plenty and as close in as practical. Our airport, called OTX in Franklin, North Carolina, is 400 feet of groomed Bermuda grass with an additional 100-foot over-run and we commonly land 42% gassers with no problems.

But, allow me to review some of the mistakes I see in making a landing approach.

Either because of stubbornness, or embarrassment, newbies often attempt to force their airplane to land regardless, rather than performing a missed-approach and go-around, and simply try and jam the airplane into the ground. Ouch! Teach yourself that if you aren't lined up—too high, too low, or whatever—hit the throttle and make a go-around. Take an afternoon and practice nothing but repeated landings and takeoffs or touch and gos. With enough practice, your brain will learn so that things become instinctive.

I often see pilots feed in power and grab for as much altitude as possible during a missed approach. The problem here is that they are now way above landing altitude and to get to the runway again, they have to dive, which builds up too much speed and often overshoot the runway again.

Another mistake I see often is failing to slow down during the downwind leg. In a full-scale aircraft, if you haven't already done so, this is where you want to get your flaps and gear down and start slowing for landing. The same thing applies to our model aircraft. How much power to use depends on the aircraft, but I usually cut power to roughly one half during the downwind leg and when on final, I cut it even more and then cut to idle at touchdown (assuming I haven't bounced). If you find yourself in a bad bouncing situation, feed in power and make that go-round. (My buddies will tell you I have been known to bounce pretty high but don't listen to them.)

So here's my advice to the newbie:

- Make your downwind leg parallel to the runway.
- Keep the downwind leg as low as practical for your airport. 100 feet is good.
- Begin slowing down during the downwind leg.
- If you have to dive to land, you're too high and/or too fast.
- Teach yourself to automatically go around if you mess up the approach.
- Work that throttle continually during your landing, using power as needed.
- Visualize a railway track in the sky and stay on the track. Downwind, base, and final

FAA moves NPRM release to July

The Federal Aviation Administration's pending notice of proposed rulemaking (NPRM) on unmanned aviation has been postponed yet again, this time to July, according to federal sources. AMA will in all likelihood oppose any federal regulations on aeromodeling, even if outside of AMA, a "community-based organization" that Congress has protected from such restrictions in the February FAA Reauthorization bill. Keep up to speed on this critical and complex subject by following Rich Hanson's government relations blog.





Float Fly Work Party

VOLUNTEERS NEEDED!

Date: APRIL 12th or earlier

Duties include: Mowing, cleaning, policing the area, moving items from the airfield etc.

Any and all help will be appreciated, if volunteers can work on other days before the Float Fly, this can be worked out also. **Contact Larry Myers:**

Weekends - 541-840-7028
Weekday Evenings between 5:00—7:30 pm (same number)

Handibond Last Chance

***Last Chance for Old Handibond
Prices at April Meeting***



Bruce Tharpe has been selling Handibond CA (cyanoacrylate adhesive) for many years at \$6.00 for a 2 oz. bottle. Now it's gone up to \$7.50/bottle, but he will stick to the old price one last time at the April general meeting (The price for accelerator is going up too).

Unopened, Handibond CA has a shelf life (in the fridge or freezer) of about two years, so you can stash some away for future projects.

Rogue Eagles 2012 Event Calendar

MO	DATE	ACTIVITY	LOCATION	CD
Jan	1	Chili Dog Fun Fly	Agate Field	Larry Myers (B4 7:30p) 541-770-3390
	14	Polar Bear Fun Fly	Myrtle Creek Airport	Bruce Harlow 541-863-1920
Mar	10	Swap Meet	Yamhill County Fairgrounds, McMinnville	Larry Miller 503-472-4987
	18	Sam Arrigo Memorial	Agate Field	NA
	24	Pylon Race #1	Agate Field	Ben Musolf 541-608-7240
	24	Rogue Valley Flyers Swap Meet	Josephine County Fairgrounds, Grants Pass	Len Barker 541-956-9384
Apr	13-14-15	Float Fly	Agate Lake NOTE! 2.4 ONLY	Larry Myers (B4 7:30p) 541-770-3390
	21	Pylon Race #2	Agate Field	Ben Musolf 541-608-7240
	28-29	IMAC Contest	Agate Field	John Gaines 541-951-1947
May	5	Swap Meet	Agate Field	Joe DeAscentis 541-890-2765
	19-20	Warbirds	Agate Field	John Gaines 541-951-1947
	24 thru 27	IMAA	Castle Air Base	Mike Brown 503-549-3005
	26	Pylon Race #3	Agate Field	Ben Musolf 541-608-7240
	27	Fun Fly & Pot Luck Keno Club Invited	Agate Field	Rick Lindsey 541-776-5832
Jun	1-2-3	Fun fly	Klamath Glen	Sam Ellis 707-954-8284
	1-2-3	La Pine Fun Fly	La Pine	Paul Lamb 541-536-2859
	15-16-17	Float Fly	Platt I	Dave Olson
	23	Pylon Race #4	Agate Field	Ben Musolf 541-608-7240
	24	Lee Renaud	Agate Field	Jay Strickland 541-855-7161
Jul	7-8	Float Fly	Lake Selmac	Art Kelly 541-472-9683
	6-8	Warbirds over the Pacific	Cottage Grove	Gus Phillips 541 643-9430
	13-14-15	IMAA Fun Fly	Agate Field	Cliff Sands 541-941-0503
	21	Pylon Race #5	Agate Field	Ben Musolf 541-608-7240
Aug	3-4-5	IMAA Fun Fly	Henry's Winery (Sutherlin)	Bruce Harlow 541-863-1920
	10-11-12	Dawn Patrol	Henry's Winery (Sutherlin)	Bruce Harlow 541-863-1920
	18-19	Air Show	Agate Field	Larry Myers (B4 7:30p) 541-770-3390
	25	Pylon Race #6	Agate Field	Ben Musolf 541-608-7240
	24-25-26	Fun Fly	Klamath Glen	Sam Ellis 707-954-8284
	31	VR/CS Fly In	Agate Field	Richard Schwegerl 541-773-5479
Sep	1	VR/CS Fly-In	Agate Field	Richard Schwegerl 541-773-5479
	8	RVF Air Show	Grants Pass	Art Kelly 541-472-9683
	15	Flitemasters Fly In	Keno (Sportsmans Park)	Edward Huddleston
	22	Pylon Race #7	Agate Field	Ben Musolf 541-608-7240



The RV-12 Sport LSA

The architect of the line of Van's aircraft, Richard VanGrunsven, designed the RV-12 with several specific goals in mind. These include:

Flying qualities equal to or better than the standard set by the RV-9A

- 550 lb. payload – to carry a projected load of a 190 pound pilot and passenger, 120 pounds of fuel (20 US Gallons) and 50 pounds of baggage or cargo.
- 750 lb aircraft empty weight
- Cabin width of 43 inches
- A low parts count, with an aim of reducing kit cost and construction time
- Minimal use of composites and maximum use of aluminum
- Maximum use of simple hand tools only for construction

The LSA class limits aircraft to a maximum takeoff weight of 1,320 lb (599 kg), a maximum clean, stall speed with no flaps of 51 mph (45 knots) and a maximum level speed of 138 mph (120 knots) and the production RV-12 falls within those maximum limits.

The prototype incorporated several new features for an RV-series aircraft including: removable wings, full-span flaperons and an all-moving stabilator. It is intended that the RV-12 will be powered by a [Rotax 912S](#) engine of 100 hp and equipped with a [Senenich](#) composite ground-adjustable propeller.

The aircraft received S-LSA approval in July, 2009 making it possible for home builders to license it in either the E-LSA category, simplifying certification requirements, or the experimental, amateur-built category.^[4]

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2012 Rogue Eagles War Bird Fly-in May 19,20

Events

Open flying after pilots
judging on Sat.
Racing on Sun. & open flying

Contest Information

Pilot's meeting Sat. & Sun.
@ 9:00 am
Awards for WW1, WW2 ,
Present day planes & Civilian
scale aircraft. Awards to be
given out on Sat.

Contact Information

John Gaines
541 951-1947 cell
541 582-3252 home
john97525@msn.com

Hotels & lodging

Carrousel travel 541 830-1450
Fairfield Inn 541 665-4141
Comfort Inn 541 772-9500
Rogue Regency Inn 770-1234
Shilo Inn 541 770-5151
Windmill Inn 541 779-0050
RV camping at the field

Directions

From I-5 in Medford take exit 30. Go N. on Hwy 62 to Hwy 140
turn R go to Antelope Rd. turn R. past Stone Ridge Golf Club turn
R into Agate Skyways, drive down access Rd. to the flying field.

Visit Our Website
mildtowildh.com
Grants Pass RC Source
Hobby Supplies
DENNIS ROGERS, Owner
HOURS: Tuesday - Friday 9:00 - 6:00 • Saturday 10:00 - 5:00
541-471-8780
mildtowild@peoplepc.com
309 N.W. E Street
Grants Pass, OR 97526

Southern Oregon's Premiere Bicycle and Hobby Source
541-779-9935
Fax 541-772-0114
www.alscycleandhobby.com
127 N. Central ave.
Medford, OR 97501-5925

*Our Thanks and Appreciation
to the following businesses:*



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