



The Rogue Eagle

Rogue Eagles R/C Club

AMA Chapter 534

August 2008

Air Show Volunteers Needed!

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President's Message:



Hello all:

I hope everybody is getting all the flying in they desire. The IMAA meet was quite a success, lots of participants and lots of planes. Thank you, Cliff Sands, for putting on the contest and thanks to all that helped make the event so successful.

We are going to have a display at WalMart in Medford [Crater Lake Hwy] on the 16th of August from 9 am to 2 pm. All are invited to come out and show off their models and talk about the club, as well as the air show that will be coming up the following weekend.

We are going to have a work party on the 9th of August so the field will be nice for the Air Show. Please come out and help if you can.

I want to thank Don Velasquez for his generous donation of a SIG P-51B Mustang to the club. We will use it for the Christmas party raffle. Thank You Don!

I also want to thank Bill Grove for all the great signs he has been making for the field. If you see him, give him a "yatta boy".

We are in need of a lawnmower. Our mower has died and will cost too much to

fix. So if you have a rider type of mower you would like to donate to the club... that would be great.

See you at the next meeting.

Until next time...

Happy flying and safe landings,
John Gaines
President

Lost and Found!

The following items were recently found at the field:

Hitec Prism 7 Radio

Seagull Realtime Data Dashboard

BIG! Battery pack 16 cells!?

Contact John Gaines

541-582-3242

johnng97525@msn.com



2008 Club Events

Fun Fly Potluck	Apr 12
Agate Float Fly	Apr 25-27
IMAC	May 3-4
War Birds	June 7-8
Levels Day	June 21
BBQ @ Keno	June 28
IMAA	Jul 18-20
N/S Races	Aug 16-17
Air Show	Aug 23-24

The Rogue Eagles R/C Club presents

Rogue Eagles



Air Show '08

August 23rd & 24th

Two Shows Saturday - One show Sunday

Field open to airshow fans at 8:30am

**Helicopters—Racing Aircraft—Aerobatics
Warbirds—Electrics—Gliders—Family Fun
Fly an R/C trainer—Food, Refreshments
Win great prizes in our Raffle!**

**Admission:
Three Dollars Adult
Children under 12 FREE**

Directions: Go north on 62, turn right onto 140, right onto Antelope Road (top of hill), go past Stoneridge Golf Course, Agate field is the next right at our sign, proceed through gate.

Board Meeting Minutes: July 22, 2008

OPENING:

The meeting was held at the Central Point Senior Center and opened at 7:00 pm by President John Gaines.

MEMBERS PRESENT:

Pres., John Gaines
V.P., Gary Croucher
Acting Sec., Bill Grove
Gary Neal
Sam Arrigo
Larry Myer
Danny Stanton
Calvin Emigh

MINUTES: Approved as read

REPORTS:

Central Point 4th of July Parade was a resounding success! Truck and trailer was full with airplane displays, attendance was estimated between 24,000 to 26,000! Many thanks to Larry Myers and all the others contributors for all their hard work.

Gary Croucher: IMAA 31 pilots signed up double last year, beautiful assortment of aircraft. Proceeds from the event was \$435.

Air-Show items:

- **Calvin Emigh:** Media campaign will begin two weeks prior to the Air-Show, coverage will include Roseburg and Klamath Falls and other locations within 100 miles.
- Calendars will be updated on radio and newspapers.
- **Larry Myers/John Parks:** Are setting up a great venue for the kids—

Jump Pit for kids
Penny Planes for kids
Face Painting Clown
Buddy Box flying
Flight Simulator

ANNOUNCEMENTS:

There will be a work party August 9th at 8 am in preparation for the upcoming Air-show.

The F-16 used in parades is slated to be repaired and moved to another location at the field.

OLD BUSINESS:

We are in the process of getting a bid for more decomposed granite for fill at the field.

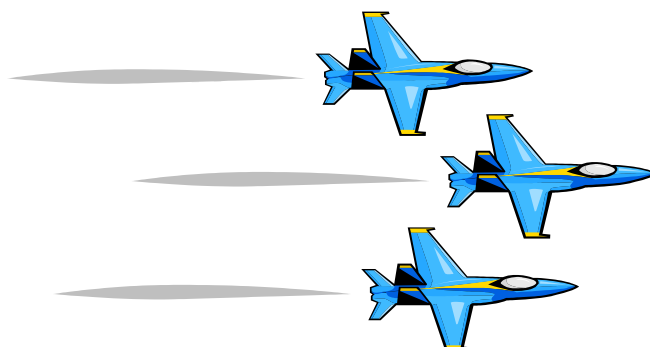
NEW BUSINESS:

The club will set up a donation amount for charitable organizations such as the Children's Miracle Network. 20% of the Air Show proceeds will go to the selected charity organization.

Gary Croucher indicated that the we have obtained a new (used) lawn mower, will be available soon. The old lawn mower will cost more that it is worth to fix.

ADJOURNMENT: 8:41 pm

President John Gaines
Secretary John Doe





Meet the Real Gary "Rick" Lindsey!

I have the honor of introducing you to Rick Lindsey, a mellow fellow with a warm and friendly smile and a cheerful personality to be admired. Here is a brief interview with someone you really ought to know! Ed.

Editor: *So, tell us a little about yourself...*

Rick: I grew up in Jacksonville Florida and worked my way through college being a traveling fruitcake salesman (no kidding!). I graduated from UCLA with a mathematics degree and got my first job as a Computer Programmer with Rockwell International (the guys who did the P-51 and F-86 Sabre Jet). I hated L.A. and left in 1972 and went back to school earning a Masters degree at SOU. I taught mathematics in the Medford School District for 30 years before semi-retiring in 2002 (all in the same building at South!). For the past six years, I have taught Pre-calculus at Rogue Community College at night.

Editor: *What interests do you have off the field?*

Rick: I am still interested in mathematics but now mainly like to argue with Martin about epoxy and oil in the fuel! I enjoy a good science fiction book and my favorite authors are Asimov, Heinlein, and Dean Koontz when he is not too weird. I REALLY enjoy putting together a good kit and have been on a rampage of building since my retirement to the tune of 24 airplanes in six years! My house is full of them.

Editor: *Describe your R/C experience.*

Rick: Like a lot of us, I started with U/C (Ringmasters where I got the mistaken belief that all Sterling kits were a joy, NOT!) and built on the kitchen table. I actually got into R/C about 1975 with a good old RCM Trainer that Joe

Hassler (Joe is one of the founding members of this club) taught me to fly, eventually. I built several planes with varying degrees of success... a Pica Duelist (one flight), Sweet Tater (50 flights), and a 40 size Kaos that I still fly today. I got out of the hobby after a series of "unfortunate encounters with other airplanes and a parked camper", thinned the herd, which by the way was about the time Martin Sherman was getting INTO the hobby. When I retired, I built a shop for airplanes only and started building.

Editor: *What is the best model you've built or flown?*

Rick: The best model I have is a Dirty Birdy by Bridi that was a kit left over from 1975 which I hauled around for 28 years in the box! It flies so well both fast and slow that it makes me look like an adequate pilot.

Editor: *What are some other interesting things about you?*

Rick: I am best known for my taste in vans... the Ford I drive to the field was bought new in 1968, I have had it for 40 years!

Editor: *Thanks Rick (buy my Nobler!)*

Kit Builders — New in the box Sale!

GP Ultrasport .60 - Asking \$70— new \$100

Tower Kaos .40 - Asking \$45— new \$70

GP Supersportster .40 - Asking \$50— new \$80

Lanier Stinger 120 - Asking \$110 — new \$150

Topflite R/C Nobler .46 - Asking \$70— new \$100

Tower Fun 51 .40 - Asking \$35 — new \$50

CG Obsession ARF - Asking \$160— new \$229

***Come on guys, winter is coming!
Make me an offer I can't refuse!***

Contact Ben Musolf at 608-7240
flight431@msn.com

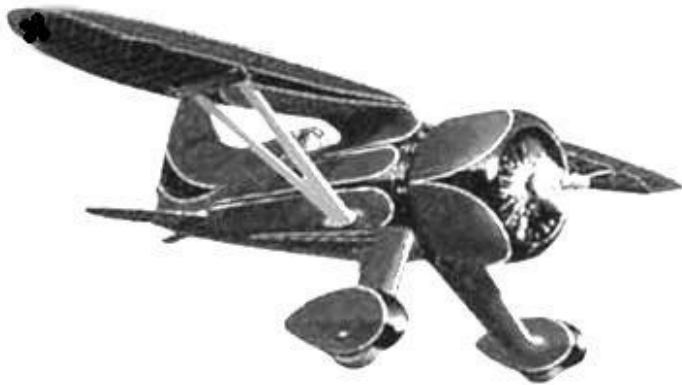
Call for Air-Show Volunteers

The club needs 10 volunteers, as soon as possible, for the Air-show on August 23 and 24.

Volunteers are needed to help with parking, donations, raffle tickets, trash and other miscellaneous duties required to make this event a success. Static displays needed.

Please contact one of the following members to sign up:

Larry Myers (541) 840-2366
John Parks (541) 890-5610
Calvin Emigh (541) 951-5055



WalMart Day's

Where: Crater Lake WalMart

When: Saturday, August 16th, 9am/2pm

Here's how you can participate:

- Bring your electric airplanes and helis for demos in the open area. Good chance to show your stuff and promote the club and its activities.
- Please bring airplanes for static display!
- Raffle will be sold to the public for the Air-Show drawing. (Prizes will be displayed)
- Bring your old model magazines, they will go fast!

Contact John Gaines for more info.

Santa's Coming!

For those who like to know things in advance, the initial plans for the Rogue Eagles Christmas Party have been released:

Where: JJ North in Grants Pass
When: Saturday, December 6th, 5:00 PM
Cost: \$11.40 per person
Raffle: Prize—P51B ARF

Contact Gary Croucher for info

PILOT FLIGHT LOG



Logbooks or journals are not for everyone. To many, its just another bothersome task in the flying day like cleaning the airplane or packing up at the end of the day. Then there is the problem of forgetting to write in your logbook!

But, for many, logging flights is fun and can be a real safety factor in determining problems with the engine, airplane or radio. You will have an accurate record of what, when and possibly how things happened...yes, even pilot error.

They can also give you an accurate record of usage. You will know if that engine has a thousand flights on it or if a flight pack has been fast charged a hundred times.

You can log what you want, but here are some suggestions:

- Date and weather conditions
- Airplane Flown
- Time for each flight
- Note on any anomalies that occur
- Location of flight
- Engine make and model

Each flight of the day should be logged and any problems or issues should be noted immediately after they occur so that you have enough detail of the event or events. This may come in handy later when trying to troubleshoot or fix problems at the field or at home.

Five Musts of Basic Aircraft Setup

There are five aspects of aircraft design that are crucial to desired flight performance—call them the Fab Five.

There are others, but these five are fundamental, easy to check, and should be understood by every pilot.

They are:

- 1) Balance: fore and aft
- 2) Balance: wing tip to wing tip
- 3) Wing incidence
- 4) Engine thrust line: up or down
- 5) Engine thrust line: left or right

These are all usually specified on plans or building instructions. If not, such as with many almost ready to fly models, it is important to know an appropriate starting point for each, and to verify all five before attempting flight.

Tip-to-tip balance:

It is either good or it isn't. You may need help from another person to check it. Hold the front by the spinner or propeller shaft and the rear at the center of the fuselage. It may help to insert a pin or hook at the rear to aid in suspending the airplane. High wingers should be held upside-down. If either wing drops, add weight to the opposite wingtip until balanced. A heavy wing condition will cause the ailerons to trim with one up and one down.

Fore-to-aft balance:

The airplane should balance at a point about 25 to 35% back from the LE of the wing. This is the envelope or range of balance that will provide safe, controllable flight. A tail heavy airplane is unstable in flight, difficult to control, and if excessively tail heavy, it can be unsafe—a danger to persons and property.

A nose-heavy airplane may be difficult to trim in flight, drop the nose when power is reduced, and require a lot of down elevator when inverted. It's better to be a bit nose heavy, however, than the opposite. Flight testing will determine if a change in balance is desired.

Wing incidence:

It is normally a few degrees "positive" for sport flying. This means the LE of the wing is higher than the trailing edge in reference to the plane of the elevator. You can hold a straight edge on top of the elevator surface and draw a line along the fuselage with an erasable pen as a reference line. Then measure from this line to the LE and TE to find the incidence. You can plot this on paper and measure the angle. Flight performance will indicate if a change is necessary. Too much positive will make the airplane climb as power is added, zoom upward when pulling out of a dive, and tend to climb when turning. Negative, or too little positive incidence, causes a diving tendency throughout flight.

Engine thrust up or down:

A small amount of engine down thrust is common in sport models. It helps to counteract the climbing effect of positive wing incidence as power is added without affecting the glide angle at low throttle. Too much down thrust may require excessive up trim for level flight, and may cause the model to nose up when power is cut. Up thrust will cause the opposite of these.

Engine thrust right or left:

Some right engine thrust, usually two or three degrees, is essential to counteract the torque of the engine. If there is too little right thrust, the model will pull to the left as it loses speed in a steep climb. It will also pull to the left at the top of a loop. Too much right thrust will cause the opposite.

Technical Editor's Note: Torque causes the airframe to rotate opposite of the propeller, therefore, right-thrust would have no effect on torque reaction. In fact, most aircraft have their engines set at zero right or left thrust. The turning effect that torque is blamed for happens on the ground at relatively slow speeds. Some claim that the turning effect is due to the P-factor (or P-effect), but that claim runs into large difficulties when you consider that the tricycle geared airframes (the full sized P-38, for example, before the rotation of one of the engines is changed) shows the same tendency to turn right under power while still on the ground.

Five Musts of Basic Aircraft Setup

(from page 5)

The flight effects of changes in these Fab Five are contingent upon whether airframe was built and assembled straight and true. A slightly warped wing, cocked rudder, twisted fuselage, etc., can cause similar effects and make it difficult to achieve a well-mannered, predictable model in flight. And everything is a trade-off. Changing one thing will often require changing something else. Be prepared for a lot of checking, trial and error. A good performing plane with no bad habits is worth the effort. It makes flying enjoyable.

From RCadvisor.com

A123 Cells

by Carlos Reyes

Electric model airplanes have been around for roughly three decades. A huge problem in the early days was battery energy density. In other words, they simply weighed too much for the amount of juice you could get out of them. This situation has improved dramatically in recent years with the advent of Li-Poly cells, but a battery pack for a larger model can easily cost hundreds of dollars. The advent of electric cars, such as the Toyota Prius has spurred an enormous amount of research into new battery technologies. In this article, I will describe an alternative to Li-Poly batteries that offers intriguing possibilities.

A123 Systems (www.a123systems.com) produces Lithium-Ion Nanophosphate cells. These cells have a nominal voltage of 3.3 volts and can withstand continuous discharge rates of 30C. They can be safely discharged down to 2.0 volts. The voltage remains fairly constant through the discharge cycle, but they do have a sharp drop-off at the end. Expect 300 cycles before you notice any reduction in capacity while at 1,000 cycles you'll have 75% of the original capacity. They are very safe. Overcharging or over discharging will not cause an explosion and will

have little effect on the life of the battery. Balancing the cells when they are charged is still a good idea, but not absolutely required. They can be charged immediately after use in 15 minutes.

The cells are available in two sizes. The original M1 cell has a capacity of 2.3 Ah and weighs 70 grams (2.47 oz). A newer, smaller size can hold 1.1 Ah and weighs 40 grams (1.41 oz).

The primary source for A123 M1 cells has been DeWalt 36-volt portable power-tool battery packs. Each pack contains 10 cells. I purchased two of these for \$100 each through Ebay. The prices appear to have gone up recently to the \$120-\$130 range. Single cells can also be purchased online for \$15 from a growing variety of vendors. You can find two of the smaller cells in a Black & Decker VPX battery pack which sells for about \$15. The smaller cells can also be had for \$12.50 each.

There are many Li-Poly chargers that support or can be modified to support the charging of these A123 cells. Because of the sharp voltage drop-off when discharged, you are probably better off using a timer when you fly. Otherwise you need your ESC to shut off the motor when 2.0 volts per cell is reached.

Bottom line? These cells give you 70% the energy density of Li-Polys for about 45% of the price. For many of us, that is a good trade-off. They are extremely safe and can be charged in 15 minutes. If you end up buying half as many battery packs because of the shorter charge time, then they become a much better value.

Why do engines lean out and quit?

- 1) The high-speed needle valve is too lean.
- 2) The muffler pressure line came off.
- 3) The fuel filter has opened up (the halves are loose).
- 4) There's a split in the fuel line, usually at the fuel tank.
- 5) The fuel tank is foaming, causing air bubbles in the fuel line.

This Month's "Name that Plane"

First email to identify the "Name that Plane" will be recognized in the next issue as that month's expert spotter!

No participants yet!



Last Month's "Name that Plane"



The Grumman "Guardian"

The Grumman Guardian was the successor to the Grumman Avenger.

As time was flying by with aircraft development the Navy requirements were changing too. So in 1946 The Navy required an ASW aircraft. Grumman proposed a two plane team to fit the task with one being the hunter and one being the killer.

The first AF-2S Guardian flew on 17 November 1949 and the first operational aircraft went into service in October 1950.

The Guardian was the biggest single-engine piston aircraft ever flown operationally by the US Navy. It was driven by a Pratt & Whitney R-2800-48W Double Wasp radial engine, providing 2,400 HP.

The AF-2W had a crew of four and was unarmed.

The AF-2S had a crew of three and could carry 4,000 pounds of ordnance including depth charges, bombs, a homing torpedo plus 12.7 centimeter (5 inch) HVARs mounted on underwing pylons. It could also drop sonobuoys. The AF-2S mounted AN/APS-30 targeting radar in a pod under the right wing and a searchlight in a pod under the left wing.

The last Guardian rolled out in March 1953.

The Guardian conducted patrols in Korean waters from March 1951 through May 1953. It was soon replaced by the Grumman S2F Tracker.

The Guardian retired from the Navy on 31 August 1955. A number of Guardians were purchased by civilians and were used as water bombers.

Stats

The wingspan was 60'.8", length 43' 4", max loaded weight 25,000 pounds, max speed 315 MPH, service ceiling 32,500 feet and range 1,305 nautical miles.

2008

OFFICERS AND BOARD MEMBERS



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Instructors— Richard Schwegerl.....773-5479
Bill Grove.....955-0634

*--Voting Board Members

Next Club Meeting: August 12th 2008

Our Thanks and Appreciation to the following businesses:

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Ya'll be careful now...Hear?!

Northstars Mid-air at Plati Lake!



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«First» «Last»
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