



The Rogue Eagle

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

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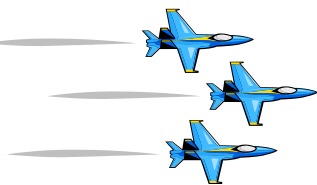
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WANTED!

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**AIR SHOW
AUG 22 & 23**



**SWAP MEET
SEPT 26**



Great Raffle Prizes!

Food & Drinks Available!

Rogue Eagles RC Club

presents:



Air Show 2009

August 22 & 23

See You There!

Presidents Corner

Have to apologize to everyone for missing my deadlines for the Presidents Corner. I have been very busy trying to get personal things done.

We have the check in hand for the cover damage and Paul Starks Construction Company will start work on the rebuild in July so watch for things to be a little tight at the construction site. Please give the crew as much room as they need.

I want to thank everyone for the support and your patience during the bid and proposal stage of the project.

We will have a new cover for the Airshow and maybe sooner. Speaking of the Airshow make sure that you contact the CD's if you are planning to participate, and please let them know now so they can plan the program. Also please make up a 3 x 5 card with your name and type of aircraft for the announcer. We all need to support the club by buying a few raffle tickets.

Things are looking good at this point in time and we will be looking at further expansion plans for the near future. We have a great partnership with the Parks Department and we want to keep it that way. If any of you do work on the grounds of any kind please let Gary Neal know what you have done and how many hours it took. It is essential that the club make it's agreed upon reports and that we continue to make improvements to our flying site.

Remember the HOUSE please and give them plenty of room!!!!

Happy Flying

Bill



Board Meeting Minutes July 28th 2009

Opening:

The club President, Bill Grove, formally opened the meeting for business at 7.05 p.m. at the Central Point Senior Center. There were twelve members present.

Meeting Minutes:

The Secretary read the minutes of the July 14th General meeting. No changes or comments were offered, so a motion was moved seconded and approved to accept the minutes as read.

Field Report:

Gary Neil reported that thirteen people appeared at the field to help out with the clean-up operation in preparation for the IMAA event and expressed his appreciation to those members. Eighty man-hours were recorded for that one day. Ron Dilday, Guy Laine and Bob Knudsen had made telephone calls to all members to solicit the help and Gary thanked them also for their work.

Gary has been doing some more preparatory thinking regarding the possible "park flyer" area.

Finally Gary reminded us that the "airshow" is coming up next and if anybody has any ideas regarding the field presentation for the show, please let Gary know.

OLD BUSINESS:

Intro-Pilot licenses.

Bill reported that Rick Lindsay had paid his fee to the AMA for the license and that Bill had paid for himself and Richard Schwegerl. The new cards should be received shortly. These fees from their own pockets amount to contributions to the club. (Thank you gentlemen)

IMAA event.

Bill reported that he had received very positive feedback from members and visitors on the event.

Canopy fire damage.

Paul Starks performed an extraordinary feat in erecting the new structure in time for the IMAA event.

This was very much appreciated. In addition many people have expressed their appreciation for the new "shear wall" that Paul has installed at the end of the shelter canopy. It really seemed to make a difference in keeping the temperature down under the roof plus gives us another convenient place to hang our signage when it is required.

The Secretary was charged with the task of writing a letter of appreciation to Paul.

Subsequent to the approval of the shear wall installation it was felt that additional paneling on the inside of the wall would be a nice enhancement. The wood for this cost an additional \$200-00. A motion was moved seconded and approved to cover this expense.

Fire extinguishers.

Bill has ordered the two fire extinguishers and one enclosure as previously authorized and is awaiting their arrival. The unit that John James has donated to the club is now in place at the field in the impound area. (Thank you John)

New business

Battery charging.

Dale McQuiston voiced his concern about some of the practices that he is observing for charging Li-Poly batteries at the field. There was some discussion, but no action was taken.

Spektrum receiver antenna breakage.

There was some discussion about the tendency of these wires to break off, particularly in aeroplanes that have high levels of vibration. The solution to this is fairly well known. The wires need to have some sort support mechanism to prevent the fatigue caused by vibration and mis-handling. One member stated that he always embeds his receiver and antenna wires in foam and this is a complete solution.

Radio interference on the 72 MHz band.

There was a long discussion on this topic. Over the past year several members and a few visitors have lost planes at the field and Agate Lake and believe that the cause was radio interference. Scanner use has shown randomly timed interference on many of the channels. Bill stated that he and Wray Freitas are planning to conduct a sweep at the field using a Spectrum analyzer. However, given the intermittent nature of this type of alleged interference, even if we could pinpoint a source, there is really very little chance that we could do anything about it. According to Bill, the FCC is not interested in interference problems that affect the modeling community.

More than one member voiced the opinion that the best solution was to migrate over to 2.4 GHz.

There was of course a dissenting voice that still doesn't trust 2.4 and will stay with 72 MHz.

Bill mentioned that there is now a proliferation of R/C devices being sold in many retail stores that operate on the 72 MHz band and are being used by people who have no idea at all about frequency control, so the risk of interference is steadily increasing

The bottom line is that everyone must make their own decision about what to do, if anything.

Member behavior at the field.

There was a very unsatisfactory incident at the IMAA event where some club members got emotional and into a verbal confrontation over a crashed model. This was made even worse by taking place in the presence of some prospective new members who were apparently so shocked by what they saw, that they have declined to join the club. The whole affair has upset a lot of members.

Bill reminded the meeting that this is a hobby where everyone is intended to have fun and that when crashes or other bad things happen we need to act as responsible adults and show discretion and consideration for our friends and associates.

There was a discussion about rules of conduct, disciplinary and expulsion procedures available in the club Bye-Laws document, but currently there is nothing like this in the document.

Bill asked the Board Members and invited general members to bring forward draft wording for consideration to be inserted into the Bye-Laws so that we would have instruments available in the future, should it become necessary.

Upcoming events.

Big Bird Fly-in at Elkton. This weekend July 31st through August 2nd. Klamath Glen fly in. August 7th through 9th 2009.

The meeting was officially adjourned at 8:20 p.m.

Fourth of July Parade



Thank you everyone for doing such a great job supporting the Children's Miracle Network and for representing the Rogue Eagles RC Club and Model Aviation to the community.

AIRSHOW NEWS BRIEFS

Raffle Tickets

This year's Airshow Raffle Tickets are NOT being sent out. Please "step up" and purchase your tickets from the following people:

- Calvin Emigh
- Rick Lindsey
- Larry Myers
- John Parks
- Al's Hobbies

Raffle Prizes to date

- Flight ready "Flying King" with 2.4 GHz radio
- Spectrum DX6i Full Range Radio, no servos
- New .53 Avistar RC engine
- 12 bottles of Thick CA
- New .40 size Floats from AL's
- More to come...

KUDOS

Many thanks and our deepest appreciation to Gary Neal for doing such a fantastic job in preparing our field for events and keeping it so well groomed during the season! Thanks Gary for all your many many hours at the field and lot of it in the hot sun! Gary is always in need of volunteers to help with this very large and important job.

Our special thanks and appreciation for the tremendous effort on the part of Paul Starks for erecting and completing the fire damaged cover in time for the IMAA event and putting the finishing touches on it for the Air Show. This was just an outstanding accomplishment Paul! We all thank you so very much, it looks absolutely beautiful!

Air Show Participation

If you are planning to participate in any of the airshow demonstrations or acts, you must be a level 2 pilot. Contact any of the club instructors for certification ASAP. (Note: certification is not difficult!)

Young Marines

The Young Marines will honor us with a military presentation of the Flag at this year's Air Show. We also do this in honor of all our soldiers, sailors and airmen who are serving in the armed forces. HOO YAA!

PORTION OF AIRSHOW PROCEEDS GO TO:

CHILDREN'S MIRACLE NETWORK

Rogue Eagles R/C Club



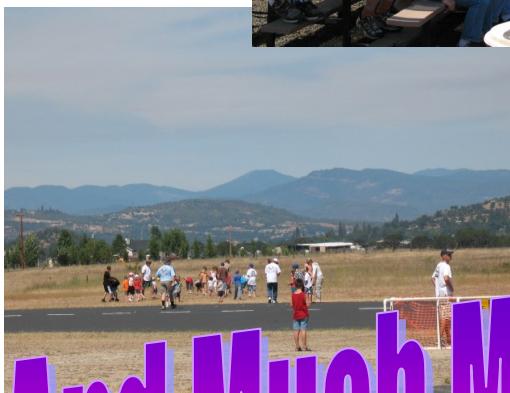
SNOOPY!

RED BARON!



THRILLING AEROBATICS!

AIR SHOW FANS!



CANDY DROP!

And Much More!



**Answer to
Name that
Plane for JULY:**

**CONVAIR
F2Y Sea Dart**
From Wikipedia, the free encyclopedia

The aircraft were built in Convair's San Diego facility at Lindbergh Field and was taken to San Diego Bay for testing. On 14 January 1953, the aircraft with E. D. "Sam" Shannon at the controls, inadvertently made its first short flight during what was supposed to be a fast taxi run; its official maiden flight was on 9 April.

The underpowered engines made the fighter sluggish, and the hydro-skis were not as successful as hoped; they created violent vibration during takeoff and landing, despite the shock-absorbing oleo legs they were extended on. Work on the skis and oleo legs improved this situation somewhat, but they could not cure the sluggish performance. The Sea Dart proved incapable of supersonic speed in level flight with the J34 engines; not helping was its pre-area rule shape, which meant higher transonic drag.

The second prototype was cancelled, so the first service test aircraft was next to build and fly. This one was fitted with the J46 engines, which performed below specification. However, speeds in excess of Mach 1 were attained in a shallow dive with this aircraft, making it the only supersonic seaplane to date. This aircraft disintegrated in mid-air during a demonstration to Navy officials and the press, killing Convair test pilot, Charles E. Richbourg.

Even before that, the Navy had been losing interest (problems with supersonic fighters on carrier decks having been overcome) and the crash relegated the Sea Dart program to experimental status. All production aircraft were cancelled, though the remaining three service test examples were completed. The two final prototypes never flew.

All four remaining Sea Darts survive to this day. The prototype is awaiting restoration for the Smithsonian Institution, and is in bad shape. The others are at the San Diego Aerospace Museum, the Wings of Freedom Aviation Museum in Willow Grove, Pennsylvania, and at the Lakeland, Florida airport.

AUGUST Name that Plane:



Rogue Eagles R/C Club

**2009
OFFICERS AND BOARD MEMBERS**



Elective

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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:



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BEWARE OF THOSE SPINNING PROPS!

Keep your pinkies out of the prop arc!



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