



The Rogue Eagle

Rogue Eagles R/C Club

AMA Chapter 534

July 2009



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Debbie Starks

2009 Contest and Events

Fun-Fly at Keno—27 June

4th of July Parade

IMAA—17, 18 & 19 July

Kids' Day (?)

Air Show—22 & 23 August

Swap Meet—26 Sept.

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Declaration of Independence ~ July 1776

(Printed in part)

When in the course of human events it becomes necessary for one people to dissolve the political bands which have connected them with another and to assume among the powers of the earth, separate and equal station to which the Laws of Nature and of Nature's God entitle them, a decent respect to the opinions of mankind requires that they should declare the causes which impel them to the separation.

We hold these truths to be self-evident, that all men are created equal, that they are endowed by their Creator with certain unalienable Rights, that among these are Life, Liberty and the pursuit of Happiness. That to secure these rights, Governments are instituted among Men, deriving their just powers from the consent of the governed, ...That whenever any Form of Government becomes destructive of these ends, it is the Right of the People to alter or to abolish it, and to institute new Government, laying its foundation on such principles and organizing its powers in such form, as to them shall seem most likely to effect their Safety and Happiness. Prudence, indeed, will dictate that Governments long established should not be changed for light and transient causes; and accordingly all experience hath shewn that mankind are more disposed to suffer, while evils are sufferable than to right themselves by abolishing the forms to which they are accustomed. But when a long train of abuses and usurpations, pursuing invariably the same Object evinces a design to reduce them under absolute Despotism, it is their right, it is their duty, to throw off such Government, and to provide new Guards for their future Security. Such has been the patient sufferance of these Colonies; and such is now the necessity which constrains them to alter their former Systems of Government.....

We, therefore, the Representatives of the united States of America, in General Congress, Assembled, appealing to the Supreme Judge of the world for the rectitude of our intentions, do, in the Name, and by Authority of the good People of these Colonies, solemnly publish and declare, That these united Colonies are, and of Right ought to be Free and Independent States, that they are Absolved from all Allegiance to the British Crown, and that all political connection between them and the State of Great Britain is and ought to be totally dissolved; and that as Free and Independent States, they have full Power to levy War, conclude Peace, contract Alliances, establish Commerce, and to do all other Acts and Things which Independent States may of right do. And for the support of this Declaration, with a firm reliance on the protection of Divine Providence, we mutually pledge each other our Lives, our Fortunes, and our sacred Honor.

JOHN HANCOCK (et al)

Minutes of the Board Meeting for June 23rd. 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 eleven members present.

Meeting Minutes:

The Secretary read the minutes of the June 9th General meeting. Unsure about whether we had a quorum or not, the minutes were accepted as read.

Old Business:

Fire extinguishers.

Bill has acquired prices from three companies for a bulk purchase of the portable extinguishers. The cheapest are \$28-00 each in quantities between one and one hundred. No action will be taken other than to make some further inquiries. The cost for a "type 123" 5 lb. extinguisher for storage at the field is \$48-00 each and the enclosure is \$55-00 each. The enclosure can have a replaceable plastic window. Bill will purchase two extinguishers and one enclosure as previously authorized.

John James described an extinguisher that he owns, but no longer uses, that he is willing to donate to the club.

Canopy fire damage.

Bill has received two quotations for repair of the canopy structure that he will send to the Insurance Company. There is a significant difference in the price quotes. The third company has not provided a quote.

Selmac Float Fly 2010.

Bill described the meeting that was held between the board members of the Rogue Valley Flyers and the Rogue Eagles clubs to plan for this combined event. Basically the costs and the Pilot entry fee revenues will be shared equally between the two clubs. If each club holds a "raffle plane" exhibit the revenues would be independent for each club.

The C.D. will reserve book the Heron Loop campsite areas and both clubs will equally share the cost of that booking. Then when the costs are retrieved from the pilots who take the sites, the clubs will be reimbursed their investment. The RVF club will provide the infrastructure hardware to set up the flying site, plus labor, and the R.E.'s only have to provide some labor effort for the set up and tear down. Tentative dates for the event are set as July 9th 10th and 11th.

Dexter Lake at Eugene

John James described the float flying that takes place at Dexter Lake on the first Saturday of every month. This is a nice place to fly according to him. John is talking to the Eugene club people to see if perhaps another significant float fly event could be hosted there.

Board Member Job Descriptions.

Bill is still waiting for some of the descriptions to come in.

Keno BBQ event.

John James has attempted to contact club members to see how many are going to attend this event. Many members could not be contacted either because the email addresses or

phone numbers we have on record are out of date. So far it seems that only about four to six R.E. members are going to Keno. Obviously the Keno people would like to know an approximate headcount so that they can buy the appropriate amount of food.

New Safety Benches.

Sam stated that he would be able to provide the six benches quicker if he could have a cash advance to purchase the lumber. This is not a problem and Werner provided a check to Sam for the \$300-00.

New business:

Web site.

John James encouraged members to look at the club website which has had some updates... For example Martin Sherman's giant Stearman is shown on the front page. John reminds members to send pictures of your new projects to him so that he can add them to the site.

4th July parade.

Rick Lindsey spoke on behalf of Larry Myers who could not be present tonight. Members and planes are needed so that we can participate in this event. Please contact Larry as soon as possible.

We hope to pass out flyers and sell raffle plane tickets at this event.

Rick mentioned that he tried to contact club members by email and a very large number of messages bounced back, again illustrating that many of the address records we have are obsolete.

Airshow.

Rick mentioned that we need some members who will help to buy and to sell raffle tickets. So saying, he went around the room and sold a bunch. Six tickets cost five dollars. The raffle plane is a complete Bruce Tharpe "Flying King" that is ready to fuel and fly. See it on the web site.

Elkton "big Bird" fly in.

The dates are July 29th through August 2nd.

The second event at Elkton is the "Dawn Patrol" which follows two weeks later the 14th and 16th.

Field maintenance reporting.

Bill reminded members that any time you perform any type of maintenance work at the field, please let Gary Neil know how much time you spent and what you did and what materials you used so that he can compile the data. A report has to be provided to the County every six months and it is important that we meet our obligations in this regard.

Gate lock combination.

The secret code for the combo lock is going to be changed shortly. Members please make sure we have the correct contact information for you so that we can get in touch with you to provide the new code. This code is to be kept confidential because there are non-members who know the present code and are flying at the field. This needs to stop.

The meeting was officially adjourned at 7:53 p.m.

Rogue Eagle Racing

Saturday, June 20th.

Although the morning was overcast and cool, the racing was hot!

This was the third race in the seven race series for 2009 and a great time was had by all. We had some very exciting moments, one of which was witnessing Bob Knudson's miraculous save on the downwind straightaway. Bob's Little Extra narrowly missed disaster when the airplane dove for the ground but thanks to Bob's quick thumbs, disaster was averted (I am sure the wing had to have touched the ground in the recovery!)

Wing tip to wing tip action on the pylons provided continuous excitement and everyone's airplane went home without damage. Ten heats were raced with the following results:

1st Place	Joe DeAsentis	19 pts
2nd Place (TIE)	Ray Wasson Sr.	16 pts
2nd Place (TIE)	Cliff Sands	16 pts
3rd Place	Ben Musolf	13 pts
4th Place	Ray Wasson Jr.	8 pts
5th Place	Bob Knudson	6 pts

Total point standings will be published in August Newsletter.



***NEXT RACE:
JULY 25TH
SEE YOU THERE!***

From the AMA Insider's Technical Editor

A short time ago, a modeler wrote Ed McCollough (your humble technical editor) the following:

"Noticed and noted on the foot of page 66 of March Model Aviation underneath the picture of the Spektrum/JR flight logger, it is recommended that six-volt battery packs be used on ALL 2.4GHz receivers. Called Horizon Hobby on the phone; they confirmed this statement. It was suggested the same six volt usage for other brands also. Would like to suggest the general membership be made aware of this when 2.4 GHz receivers are used in glow/gas airplanes/helis to preclude possible in-flight loss."

When I read this, I agreed with him and wrote him I would get on the problem. Please, read what he wrote and consider it very, very carefully. Unfortunately, the answer to his question hasn't been that quick or easy, but for the time being, here it is:

If you are flying a 2.4 GHz system, follow the manufacturers' specifications for the voltage. If you are using a separate voltage pack for the receiver, be absolutely sure it has enough voltage to run the receiver. A common 5.0-volt receiver pack may not have sufficient voltage to run your particular receiver. Actually, if you used a six-volt pack and it was adequately charged, it should be sufficient, regardless of the manufacturer.

There is one problem, when using a six-volt pack if it isn't required by the manufacturer of your system. That problem will likely happen if you are using digital servos. If you drive some digital servos with six volts, there is a high probability you will damage the servos because of the higher voltage. Remember, if the servos fail, it won't make much difference that your receiver is still working.

You always need to be flying with a functional receiver pack, one that is as close to fully charged as possible. Remember, insufficient volts to the receiver and you crash.

Lastly, as in all things, and in all cases, read the instructions.

Sherman Stearman Project

Martin Sherman, a prolific WWI builder and flyer has just completed this magnificent 1/3 scale Stearman by BalsaUSA. As of this writing, the model has not yet flown. Martin's airplane is the Navy version, know as the N2S.



Model Specs:

Length: 96 in.

Weight: 46 lbs.

Span: 116" top wing - 111" Bottom Wing

Wing Area: 3617 sq. in.

Power plant: RCS 215 Radial Engine

Displacement: 215cc/13.1 ci

A Little History of the Stearman

The PT-17 "Kaydet", formerly the model 75, built by Stearman, was typical of the biplane primary trainer used during the late 1930's and World War II. Whereas it was powered by a Continental engine, the same airplane with a Lycoming engine was designated the PT-13, and with a Jacobs engine, the PT-18. A later version which featured a cockpit canopy was designated the PT-27. 10,346 Kaydets were ordered for the U.S. and its Allies. The Boeing Airplane Company purchased the Stearman Company in 1938. The USAAC referred to the airplane as a "PT", the Navy an N2S and the Canadians called it a Kaydet.

Red bands on fuselage and wings indicated basic training aircraft while green bands indicated an instrument training aircraft.



Old Navy photo of N2S-2 being started with inertial starter

Specifications (PT-17):

Engine: One 220-horsepower Continental R-670-5 piston radial engine (PT-17)

Weight: Empty 1,936 lbs., Max Takeoff 2,717 lbs.

Wing Span: 32ft. 2in.

Length: 24ft. 3in.

Height: 9ft. 2in.

Performance:

Maximum Speed: 124 mph

Cruise Speed: 106 mph

Ceiling: 11,200 ft.

Rate of Climb: 700 fpm

Range: 505 miles

JULY NAME THAT PLANE:



COVERING TIP:

From RCHOBBIES ONLINE

Shrinking film covering (Monokote, Ultracote)

Stay away from seam lines and edges! If you have some stubborn wrinkles close to the seam line, try this trick. Soak a washcloth in cold water, then fold it twice and place it on the seam line, covering the seam but exposing the wrinkles. With your iron at 330°, quickly apply it to the wrinkled area (about 5-10 seconds). The washcloth will keep the seam cool, and prevent it from pulling apart and distorting.



Yes, but I was declared the winner!

2009

OFFICERS AND BOARD MEMBERS



Elective

President*—Bill Grove.....660-6581
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Vice Pres*—Gary Croucher.....664-1133

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(* = Voting Board Members)

Our Thanks and Appreciation to the following businesses:



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CLUB MEETING NOTICE

Next General Meeting: July 14, 2009

Next Board Meeting: July 28, 2009

7:00 PM @ Senior Citizens Center (123 N 2nd Street) in Central Point unless otherwise noted. See you there!

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