The Rogue Eagle

Rogue Eagles R/C Club AMA Chapter 534 September 2008

What an Airshow! Great Job Everyone!

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SWAP MEET OCT 25TH

AGATE FIELD

STARTING TIME APPROXIMATELY 9:00 AM

President's Message:

Well, it won't be long before we start thinking about winter projects… some sooner than others.

I hope you had a chance to see or to participate in the air show. It was outstanding! Thank you to Larry Meyers and John Parks for doing such a great job of CDing the event. And thanks to all the flyers and non flyers that participated as well.

Don't forget about the free swap meet on Oct. 25th. It will be held at the flying field. Elections are coming up and most of the board members as well as the officers' terms are up this year. Thus it's time for new people to step up and be a part of this great hobby so please give this a lot of thought. Our club needs your support.

See you at the next meeting.

Until next time…

Happy flying and safe landings,
John Gaines
President

We had one incredible Airshow!!!

There are so many positive things that happened, but we have to say, First and Foremost it was FUN. Over 30 pilots, just as many ground crew, helpers, wives, and gofers made this an "all club event".

In addition, the spectators were treated to an exciting show put on by skilled pilots and ground crews. The crowd got to see an amazing variety of model airplane flight from flying cars and a lawn mower, solos, duets, hairballs that had most of them grinning ear to ear.

Furthermore, the club made UPWARDS of $2000 which allows us to share $500 with the "Children's Network" no small feat in today's economy!!

It is also important to mention the fantastic level of participation and cooperation by so many members of our club. Even in the heat of the flight-line, pilots and crew were seen to help each other with the problems that always seem to pop up when we are trying to "get-it-in-the-air".

So, on behalf of the Air Show committee, we wish to thank each and every one of you who helped in so many ways. We think the 2008 Rogue Eagles' Airshow will go down in history as one of our best simply because of YOU, Mr. or Mrs. Rogue Eagle!

A special 'THANKS' must go to Rick Lindsey, Chris Chavez, Paul and Debbie Starks, Gary and Wendy Neal, Bill Groves, Gary and Linda Croucher, Jay Strickland, Cliff Sands and last but not absolutely least Calvin Emigh. You all know what you did, and with out you we would not have had the show that we did.

Sincerely, hats-off and a big thank-you to ALL!

Board Meeting Minutes: August 26, 2008

OPENING:
The meeting convened at 7:04pm at the Central Point Senior Center with President, John Gaines presiding.

MEMBERS PRESENT:

Pres. John Gaines	V-Pres. Gary Croucher
Treas. Werner Bruckner	Sec'y. Dale Casey
At-Large Bill Grove	At-Large Gary Neal-
Same Arrigo	John Parks
Larry Myers	

MINUTES:
No reading of the previous meeting minutes because the Secretary was absent and has no copy.

REPORTS:
The Airshow brought in approximately $2100 in all of which at least 20% will go to the Children's Miracle Network.
Bill Grove—The new microphone with the PA. System worked great but we could use a good CD or DVD player for the music programs.
John Gaines—The new Webmaster is John James but he needs a web management program.
Larry Myers—His sister Nicole and her friend Nicole Wicks were the face painters at the airshow and it went over very well. A letter of appreciation will be sent to each of them.
Gary Neal—Received a short list of suggested improvements for the Airshow from several of the wives who attended for our consideration to implement.

ANNOUNCEMENTS:
John Gaines—The Swap meet will again be conducted at the field on October 25th. And the gates will be opened at 7:00am. A P-51B was given to the club and there will be raffle tickets available soon for a drawing during the Christmas party.

OLD BUSINESS:
Bill Grove--Requested permission to make a sign to be place under the speed limit sign in effect to remind pilots to replace their frequency pins before leaving the field. Permission was granted.
Larry Myers—Proposed that we add an additional amount to the 20% for the Children's Miracle Network to make our contribution $500. The Board Approved**.** Werner Bruckner suggested that we could even afford a total of $1000. The Board determined that we could donate the initial $500 dollars and present the idea of another $500 to follow at the next General Membership meeting.

NEW BUSINESS:
Bill Grove—Proposed that the club should purchase a Web Management Program for the use of whomever the Webmaster may be and at a cost of no more than $100. Seconded.
Dale Casey—Amended the motion: Allow the new Webmaster to select the program needed. Seconded. (The program would then be the property of the club). Amendment and main motion passed.

ADJOURNMENT: 8:17PM.

President John Gaines
Secretary Dale Casey

Thank You Larry and John…. for giving us one hell of an Airshow……. <u>We could not have done this without your leadership!</u> HOO YAA!

Ed.

Dead-stick landings

Superior Pilot: *Def.* A pilot who...

uses superior judgment to keep himself out of situations that might cause him to have to use his superior flying skills. Knowing how to make a dead-stick landing can help make you a superior pilot. Some of us think that if you prepare well enough, a dead-stick landing will never happen. But even the best preparation in the world can still allow for this event to happen. All it takes is for your engine to stop just once during flight.

To make the best of this sudden event, you should be well-prepared.

1. Practice for a sudden loss of power. When looking for something to do during your next flight, why not try a few dead-stick landings. Just cut the power back to idle and try to make the runway. Even better, have a helper call dead-stick and then cut to idle. This will introduce a sense of urgency to the drill. Your helper may even get some kicks out of trying to see if he can force you not to make the runway without adding power.

2. At the first sign of a loss of power, head toward yourself. This gives you the maximum amount of altitude and the minimum distance to make the runway or landing area.

3. Keep your altitude when your airplane is distant. Don't fly low and far away. If you are distant, you will need altitude to trade for speed in order to make the runway.

4. Use a timer. If you prudently set a timer to time out when you have used no more than 75% of your tank, you will be able to more easily determine when your gas supply will run out. Electric fliers have a leg up here because they automatically receive a warning when the batteries begin to loose power.

5. Watch your speed and altitude. Without power (dead-stick), the only way to gain flying speed is to dive. If the airplane stalls, it may lose all of its altitude at once.

6. Pay attention to ground speed. You can cover more ground going downwind than up. When dead-stick and turning into the wind, you will lose a lot of ground speed, so make your final turn short, or if you can't make the turn, land downwind.

7. Set up your tank clunk. Make sure the fuel pickup clunk is not touching the back of your fuel tank. Set it up so that the fuel pickup is free to move from the bottom to the top.

Now go fly right and practice a few dead-stick landings.

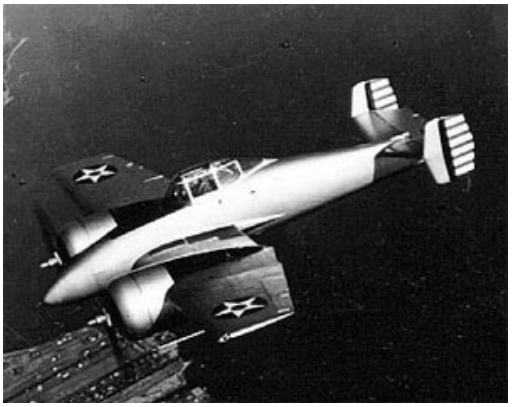
from *Transmitter*
Palomar RC Flyers
San Marcos CA

Last month's Name that Plane:

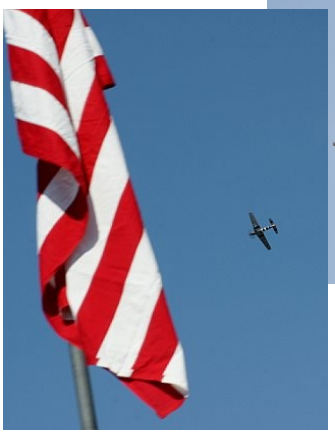
Stinson 10A

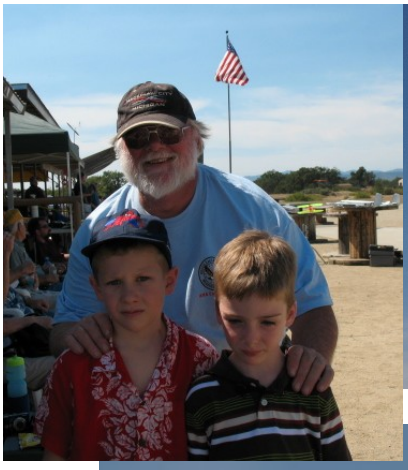
Span	34'
Length	21' 8"
Useful Load	677 lbs.
Seats	3
Max Speed	115 mph
Cruise Speed	108 mph

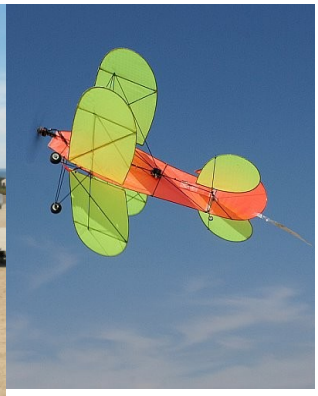
This month's Name that Plane:



Airshow 2008







Building floats for your model

By CHUCK CUNNINGHAM

I'm going to hit some of the high spots so those of you who have become infected with float fever this past year will have a few tips.

FLOAT SIZE

First, when selecting floats for your aircraft, make sure they are large enough for the model they will be used on. Many of the commercial floats are on the small side for a .60 or larger size aircraft, and you may need to build your own floats. The length of the floats should be at least 75% of the length of the aircraft fuselage, measured from the back of the prop to the elevator hinge line.

BALANCE

Next, place the floats so the step on the float is just a bit aft of the center of gravity. Since you are installing floats on a previously flown model, check and mark the balance point on the side of the fuselage. Balance without fuel, but with all the landing gear and wheels in their normal positions. Chances are that after the floats are installed, the aircraft will be tail heavy, so bring it back to its former balance point by adding weights to the floats.

FLOAT SPREAD AND RELATION TO WING

Installing the floats at the normal landing gear spread is okay. If the spread is right for wheels, it is fine for the floats. The aircraft should be positioned on the floats in such a manner that the wing is sitting about two degrees to the top of the float line. This will allow the lift of the wing to aid in breaking the suction of the water when making a takeoff run. **It is very important** to make sure the wings are not negative to the top of the floats as this results in gluing the aircraft to the water's surface. This is great for high speed taxiing but not for making a nice takeoff from the water.

NO WOOD PROPS!

The next tip is to **use a plastic or nylon prop** rather than a wood prop on the engine. If the water surface is choppy and the wind is kicking up, just a little water spray can quickly make toothpicks out of most wood props. If you always fly from calm water, then a wood prop is fine.

MAKE YOUR OWN

If you cannot locate commercial floats that are large enough for your aircraft, it is very simple to make them from styrofoam. You don't need to use a hot wire; you can cut them out with a band saw. If you don't have access to a band saw, you can cut them from styrofoam using a hand saw.

ATTACHING FLOATS

The method of attaching the floats to your aircraft is very simple. A stiff back made from 1/4-inch plywood around 5/8- to 3/4-inch wide, running the full length of the float, is glued to it with epoxy cement. Next, drill five 1/4 inch holes in the stiff back and into the styrofoam float, two

each close to the landing gear attachment points and one near the nose. Stuff the holes full of epoxy, then drive a 1/4 inch dowel into the hole and the foam, making a system that locks the stiff back to the float. If you don't follow this step, it's almost a sure bet that one or more floats will rip off in a less than perfect landing.

FLOAT HARDWARE
Attach the landing gear to the floats using plastic landing gear clamps and retain the landing gear to the clamps with wheel collars.

COVERING
You may cover your floats using several methods. First, if you really like to make beautiful floats, cover the foam with 1/16-inch balsa, then cover that with silk and dope or plastic film. If you want to make an easier float, simply cover the floats with plasticpackaging tape. We have been covering floats this way for about five years now and have several pairs that have survived hundreds of takeoffs and landings, with only slight wear and tear. If you want to be a little more jazzy than packaging tape, cover the floats with EconoKote. This material will stick well to foam and will give you a better looking finished product than the packaging tape, but will not be any more durable.

WATER RUDDER
There are two methods of making a water rudder. The first is to attach a rudder to the aft end of each float and connect these via pushrods to the aircraft rudder. The other is to extend a wire down from the rudder into the water. On the end, solder a small metal rudder, about 11/2 x 2 inches, which should be large enough. This rudder should be located so that it is in the water when the aircraft is being taxied (taxiing should be done holding up elevator to keep the prop out of the spray) but clear of the water when the model is up and running on the step for takeoff. When the aircraft is moving out on the step, you want the air rudder to be the functioning rudder, not something dragging in the spray.

TAKING OFF
With floats placed so the wing is positive to the top of the float, you will need to hold up elevator while taxiing into the wind. Once in the takeoff position, you need to hold just a bit of up elevator as you bring the engine up to full throttle. This keeps the tips of the float up. As the speed builds, relax the up elevator. You may need to feed in just a little down to bring the floats up on the step. Let it run until flying speed has been reached, then gently lift off with up elevator.

Some aircraft, such as the Balsa USA Cub, will simply lift off the water in about five feet, as soon as power is applied, while other, more heavily loaded aircraft need a longer takeoff run to attain flying speed. Know your model and how it reacts on takeoff.

LANDING
Landing with floats is easy, but you should practice making landings with the aircraft held in nose-high attitude. This allows the aircraft to settle down on the surface of the water gently and easily. If you make a nose-low bash at the water, the chances are pretty great that a float tip will dig in, causing a water loop and a dunking.

OTHER TIPS
Give flying from water a try this season. If done carefully and with proper preparation, you will enjoy it. Proper preparation includes making sure your model doesn't have any holes in the covering where water might get into the structure. Make sure the engine has a good idle. If it always dies at idle, either correct it or put another engine in the nose. **It is imperative that the engine idle well.**

IF THINGS GET WET
If you dunk your aircraft while float flying, then as soon as you get it to shore, dump all of the fuel from the tank as it may be contaminated with water. Remove the plug from the engine and drain all of the water from the engine and muffler. Using an electric starter, turn the engine over rapidly with the plug still removed. Refill the fuel tank, hook up the engine to the starting battery, and run it for five minutes to drive all the moisture from the bearings.

If the servos were submerged, they also need removed and their cases taken apart. The servos should be thoroughly dried out. The receiver and battery pack should be packed in foam, then overwrapped with plastic wrap to protect them from immersion.

Go out to the lake or pond and have fun. It's just another facet of radio control flying you will enjoy.

from the newsletter of the Itasca R/C Club
Gail Lane, editor
Grand Rapids MN

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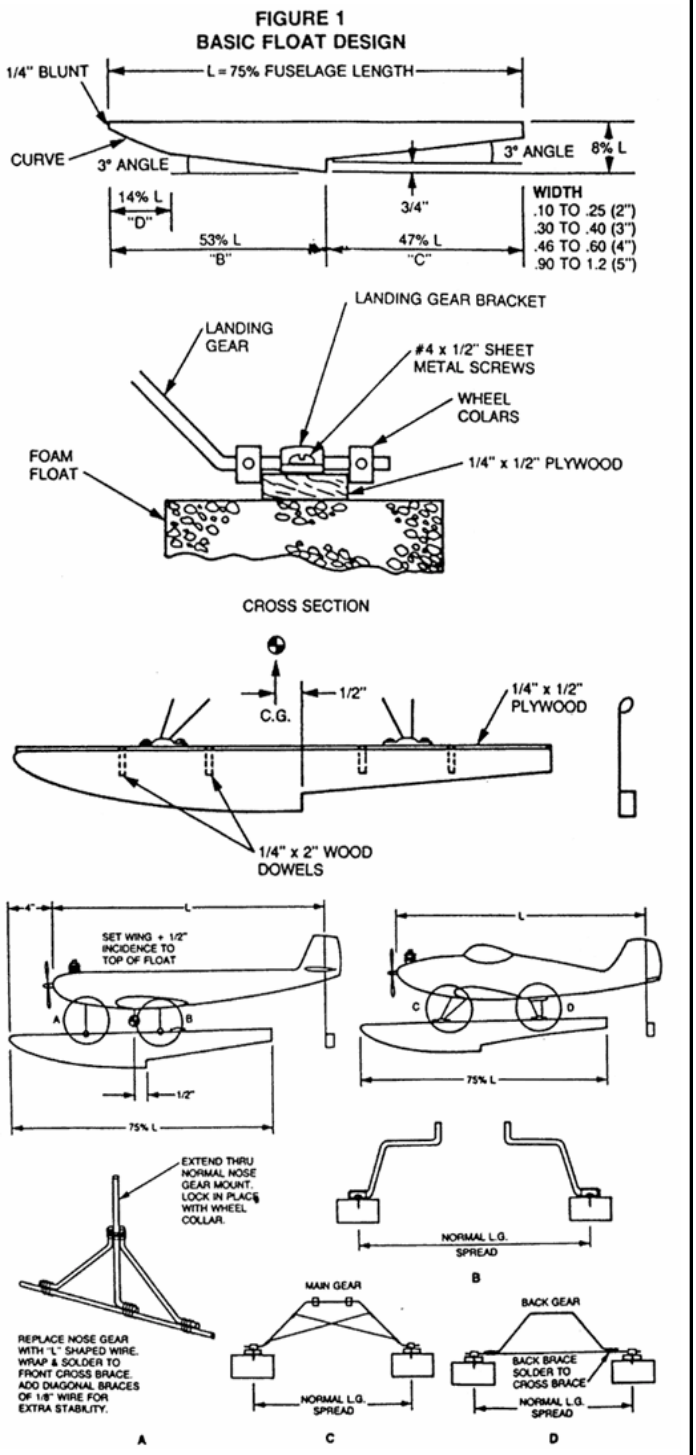

2008
OFFICERS AND BOARD MEMBERS

Elective

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Vice Pres*—Gary Croucher.....664-1133
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Secretary*—Dale Casey.....773-1425
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Bill Grove.....955-0634

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*--Voting Board Members

Next Club Meeting: August 12th 2008

Our Thanks and Appreciation to the following businesses:

Thank You Larry and John.... for giving us on hell of an Airshow. <u>We could not have done this without your leadership!</u> Ed.

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«First»«Last»

«Street/Apt»

«City» «State» «Zip»