



The Rogue Eagle

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

Wishing you a New Year filled with New Hope, New Joy and New Beginnings!

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2010 Event Schedule

Mar 27	Pylon Race Agate
Apr 3	Swap Meet GP **
Apr 16-18	Agate Float Fly
Apr 24	Pylon Race Agate
May 1-2	IMAC Agate **
May 15-16	Warbirds Agate
May 22	Pylon Race Agate
May 30	Fun Fly Lunch Agate
Jun 5-6	Klamath Glen
Jun 11-13	Ash Creek
Jun 18-20	Plat I (?)
Jun 26	Pylon Race Agate
Jun 27	Keno BBQ **
Jul 10-11	Selmac Float Fly
July 16-18	IMAA Agate
July 24	Pylon Race Agate
Jul 30/Aug 1	IMAA Elkton **
Aug 13-15	Dawn Ptrl Elkton
Aug 13-15	Klamath Glen
Aug 21-22	Air Show Agate
Aug 28	Pylon Race Agate
Sep 11	Fun Fly Lunch Agate
Sep 18	Swap Meet Agate
Sep 25	Pylon Race Agate
** Tentative	

Rogue Eagles R/C Club

Awards Presented

There was some discussion about awards and we were reminded that any one individual cannot receive the same award year after year in order to give other members a chance of recognition.

Voting was conducted during the Xmas Party and the results are as follows:

Broken Prop Award - Cliff Sands
Most improved Pilot Award - Alex Stephens
Modeler of the year Award - Gary Neal
Member of the year Award - Joe DeAscentis
First Place Club Pylon - Ray Wasson Sr.
Second Place Club Pylon - Ben Musolf
Third Place Club Pylon - Joe DeAscentis

NSRCA F3A contest

Bill Grove, has been in touch with the organizers and they have accepted our offer to host the "NSRCA Class A" pattern contest event at our field. It will take place from June 11th to 13th of 2010

There is zero cost to the club and we can expect significant revenue from apparel sales and catering offerings.

Damage to the field

It was brought up that some people are driving their vehicles over the new DG near the Heli-pad and tearing up the surface with deep ruts. This is disappointing, as much effort has been expended to make this a nice surface. There was discussion in the meeting on what to do to prevent this behavior.

It was suggested that we lay some Railroad Ties along the boundary edge.

Gary Neal will investigate the cost and availability of the Railroad Ties for this purpose.

Possible Runway Extension

Bill Grove learned through the AMA magazine about a product called "Soiltec" which is used to pave surfaces. It has been used extensively for such applications as runway surfaces by the military and other organizations. The detailed characteristics for the product were read out by Bill and they sound truly impressive.

A quotation was solicited from the company, Soilworks LLC in Arizona, for a paved extension to the Agate Field runway of 12,000 sq. ft. That being 60' wide by 200' long.

This would require a 275 gallon tote and the price including shipping cost, would be \$2,907.50 A coloring dye would cost an additional \$700.00 if we wanted it.

Bill gave more detailed description of the product, it's applications and how it is applied.

There was considerable discussion in the meeting and a lot of skepticism from some members.

It was finally decided to purchase a 5 gallon drum and pave a test surface at the field to see how suitable this is for our requirements. A motion was moved, seconded and approved to purchase the 5 gallons.

All can read about this product by visiting www.soilworks.com



Flight Preparation Safety

The following recommendations in preparing for flight have proven to be the best insurance for a safe and enjoyable flight. Whether you follow them or not is up to you, just remember, that the outcome of each flight is a matter of how prepared you and the aircraft are before it leaves the ground.

1. Check your mental attitude: (High risk states of mind)
 - Tired?
 - Hurried?
 - Upset?
 - Distracted?If any of these conditions exist, it might be better to defer your flight until the situation is corrected.. Mistakes and poor judgment can result if you are not mentally ready to fly. (This also applies to working in the workshop!)
2. Field Etiquette (Safe and considerate operation)
 - First, know the field rules and any restrictions to your flight. If you don't know or are not sure, ask!
 - Second, are you authorized to turn on your transmitter? Do you possess the frequency pin? If not, DO NOT turn on that transmitter, even if you are on 2.4 GHz! If you cause a crash by turning on your transmitter without authorization, you may be liable for replacing the airplane that crashed!
3. Four pre-flight checks that should always be made:
 - #1 **Mechanical and Visual checks.** DO NOT fly if the aircraft is damaged or in need of any repair. Check all bolts, covering, landing gear, propeller, prop nut, servos, servo connections etc.
 - #2 **Control checks.** Do the controls move easily? Are they secure? (pull on them), Do they move in the correct direction? (the ailerons especially—RIGHT TURN, right aileron UP, left aileron DOWN).
 - #3 **Battery Checks.** Transmitter and receiver battery fully charged and voltage checked. If possible, visually check battery condition and connections.
 - #4 **Radio Checks.** Always perform a RANGE CHECK with antennae collapsed and 100' from the airplane with engine running. Move controls. They should operate freely, smoothly and NO JITTER. If controls start to jitter, DO NOT fly until the problem is corrected. (A range check should be performed before each flight!)
4. Fueling and Start-Up
 - Ear protection, if available, is highly recommended.
 - If not using an electric starter, use glove or a "chicken stick" for protection against prop.
 - Wear substantial footwear, no flip flops.
 - Use an "overflow" bottle to catch fuel when fueling.
 - Obviously, NO SMOKING.
 - Model airplane fuel is poisonous to humans!
5. After Starting
 - Consider where your PROP BLAST is going, be considerate of others and their equipment.

- When starting, always use a helper or airplane restraint.
- Be aware of anything that could fall into the prop arc!
- DO NOT adjust engine from the front of the airplane, ALWAYS adjust the engine from the rear of the airplane.
- Be sure the area on the ground is clear from debris when the airplane is on the ground, as the prop could be nicked or damaged. This could cause propeller failure.

6. To the taxiway

- For safety, do not taxi in the pit area. Carry your model to the taxiway or runway. (Large models must use the taxiway when clear of other flyers).
- Have a helper carry your airplane for you. If you are carrying the airplane to the taxiway/runway, do so with the radio antenna collapsed so it will not engage the prop!
- Watch for tripping hazards on the way while carrying the aircraft.
- Before taxiing onto the runway, make sure it is safe to do so and then loudly announce "TAKING OFF or COMING OUT" so everyone on the flight line can hear you....don't be timid. If it is not clear to do so, others on the flight line will let you know.
- Enjoy your flight and when it comes time to land, be sure to loudly announce it by saying "LANDING". If you have an engine failure in flight, be sure to call out "DEAD STICK", you have landing priority.
- Once on the ground, taxi off the runway in an expeditious manner. If the airplane is on the runway with the engine not running be sure it is safe to retrieve it and call out "ON THE RUNWAY" before you do. Remove your airplane from the runway quickly but safely.

Information used by permission from Model Aviation article entitled "From the Ground Up" by Donald W. Brooks.

FOR SALE or TRADE

SIG MAYHEM 40

- Hitec servos
- OS 46 FX
- Hitec RX ch50
- Battery included!

Charge up and fly!



\$225 OBO or....trade for 1.20 four stroke in good condition.

Contact: Ben Musolf @ 541 608 7240

AMA to Offer Online Sanctioning in 2010

Beginning early next year, the Academy will provide its members with the opportunity to sanction events via the Internet. Existing documents, including the "Application for Event Sanction" and "Event Publication Information," can be completed on AMA's Web site: www.modelaircraft.org/documents.aspx.

This online initiative will give chartered clubs, Contest Directors, and District Contest Coordinators the advantage of processing and having events sanctioned in a much more timely fashion. Information will be updated on the Web site each business day and will be available 24/7.

As a part of this launch, the online version of "Contest Calendar" will be revamped. Improvements aimed at giving viewers much more search functionality can be expected.

Many guidelines for submitting sanctioning and listing information will remain the same, such as receiving supplementary advertising opportunities in MA. You can find those guidelines on page 157 of this issue.

Look for more detailed information in the February 2010 MA and on the Academy's Web site. The staff looks forward to delivering a robust, highly interactive online event sanctioning experience.

MA—Rob Kurek

Up-coming Events

Here are a couple of events you might like to attend:

- Chili Fun-Fly at Tri-city airport - Feb 27th
- Swap Meet at Yamhill County Fairgrounds in McMinnville March 13th

John James—Event Coordinator



OOPS! Used by permission—wattflyer 2010 calendar

Rogue Eagles R/C Club

LEADER TO LEADER

Membership Drive Reaction

By Jim Rice, Chairman Leader AMA Membership Committee

As I write this, it is a week before Christmas and the final membership numbers for 2009 are fresh in my mind ... Depressing but still in my mind. We had a membership drive, a well-thought-out but poorly executed drive. The leg work was done at the HQ level and the advertising was done in Model Aviation and by word of mouth via most District VP's. Yet the grass roots level, where the newbie meets the member, it didn't happen very well; seemingly no interest in the growth of the membership by the average modeler or club.

That should give all of us a little concern about the future of our organization cause to reflect on why we aren't growing or worse yet, why we are shrinking.

Everyone who has been a member more than five years (and that is who this article is targeted toward) remembers when getting a new member started flying rejuvenated your own enthusiasm, which was then expressed and passed on to the newbie, resulting in his or her rapid infusion into this addictive sport. The newbie then brings friends and relatives to the field to try to get them addicted as well. It could snowball, it should snowball from there, but lately it hasn't done that very well!

We keep harping on bringing in more new members but don't concentrate so hard on keeping ones we already have. If your club brings in six new members this year but loses ten old ones we have a new loss. If every club in the AMA lost just three members, we would be down about 7,000 members before we ever started recruiting new members.

So why are we losing them as fast, if not faster, than we can recruit them?

You may know better than I do but I have some ideas from personal experience and daily contact with clubs and members that are having problems with each other. Following is a list of issues I have seen:

1. Club dues are too high when coupled with initiation fees and AMA dues and perhaps holiday spending if the club has renewal at the first of the year.
2. Club meetings are stagnant, discussing the same old business with no flair of creativity to try to encourage the membership to be there for the fellowship, the modeling exchange, and the educational experience.
3. Cliquish groups that make it hard for a newcomer to become part of the organization - If you can't afford an XYZ don't sit with us; if you can't do a double whifferdill with a twist you don't need to fly with us; if you didn't use escapements and reeds, you won't be able to communicate with us, etc.
4. Old-time members with a chip on their shoulders about new folks, new styles, and new ideas. Some old guys (I qualify for that) don't want to have their club changed and are not willing to tolerate anyone who may have a good new idea. The board of directors ought to change fairly regularly and

- bring in new ideas and new blood. I have had reports of members being threatened by old timers who don't want to change, even to the point that the police had to be involved.
5. Conduct at the field that is unacceptable for mixed company or families. I have seen and had reported to me too many incidents of vulgar and foul language being used so loudly that it made many at the field uncomfortable. Guys don't want to bring their spouses or children out to the field and subject them to that. For that matter, many long-time modelers would rather not be subjected to that either.
 6. Safety officers or instructors treating the membership or new pilot like a stupid third grader (this assumes the recipient of the barrage is not a stupid third grader). I had a couple of guys who were long-time modelers tell me they joined a club based on my recommendation and began flying the first day at the field with no orientation or advice. The Safety Officer observed they were not following one of the club's rules and berated them loudly and publicly instead of quietly explaining the rules to the newbie's. They both quit the club after one day of flying. Fortunately for the AMA they found another club instead of dropping the hobby.
 7. Sometimes, spectators come to observe the activity and are not welcomed and given a tour/briefing about the club and hobby. Heck, if you have a closed membership that doesn't mean you can't get someone addicted and send them elsewhere to fly. Take a minute and brag about your club and your hobby, you might get us a new modeler and get yourself a new friend.
 8. Competition events aren't designed to allow a new pilot to compete with limited skills, therefore they don't compete because they don't want to be beat up and embarrassed by the experienced club aces. Design some events that don't require a takeoff or landing so that a guy on a buddy box can compete.
 9. Maybe a worse thing in today's electronic world is the argumentative nature of many of the forums that a new or prospective member might visit. Just observing some of the threads would be enough to cause some potential new members to look elsewhere and if they post a question and bet beaten up for their ignorance, they aren't going to want to come back for more.
 10. Sometimes, a club may want to embrace a new technology or styles to try to help the newer modelers. I saw a sign on a non-AMA club gate one time that said "No Park Flyers or Electrics Allowed". I went on in and asked if I could fly. I had a park flyer size electric that I designed that flew exceptionally well. I talked with the guys present and they agreed to let me fly; evidently the guy who objected to my kind of airplane was not there that day. After my first flight, they gathered around and wanted to know more about it and its propulsion system. I doubt my visit converted the field but I think it impacted the thoughts of the ones who were present that day. If your club doesn't have a way to allow helicopters, see if you can do it. If you don't have a way to do Hi-starts and winches for gliders, see if you can accommodate them. Do you have a special place to make a CL circle, even a temporary one until the guys who want to fly CL can help you make a permanent one?

11. Does your club newsletter grab the attention of the average club member? Does he see his name or picture or his friend's in print? Does the newsletter make him want to get out to the field or over to the club meeting? A newsletter editor's job may be the toughest on the board. Help write an article, provide a picture, tell a modeling tale or joke or provide a building tip. These guys want and need help and they are the voice of the club and the AMA for the local guys.

I think you get the idea. As leaders we all probably have some influence in our local areas and could help make things more enjoyable for the guys we already have signed up so that we close the door on attrition and let the recruiting efforts fill us back up.

Remind everyone that is a hobby. We do it to have fun so let's have fun! Jim Rice

Aviation Quotes

The three most useless things in flying are: the air above you, the runway behind you, and the gas you forgot to put in!

Without ammunition, the USAF would be just another expensive flying club!

Field gate lock combination

A new combination code has been applied to the main gate. Please do not pass on the new combination to anyone, so we can try to restrict unauthorized access.

A reminder that if you are the last person to leave the field, please lock the gate. Some people are leaving and not closing the gate. This leaves the field open to all kinds of abuse.

Field report

Gary Neal expressed his gratitude to all of the members that have contributed their time and effort with field maintenance. Gary has to make the semi-annual report to the County and he will be stating that we have expended 249 man-hours from July through December 2009. The total labor for 2009 was 583 man-hours.

At the Standard labor rate used by the County, this equates to approx \$5,830.



Name That Plane for December:



Focke-Wulf 187 Falke (Falcon)

The Fw 187 was a heavy twin-engined fighter. Despite very good performance, the Luftwaffe showed no interest, as it was firmly committed to the Bf 110. Nine built. 1937

Engine: two 700-hp (522-kW) Junkers Jumo 210G inline piston engines.

Performance: maximum speed 329 mph (529 km/h) at 13,780 ft (4,200 m); initial climb rate 3,445 ft (1,050 m) per minute; service ceiling 32,810 ft (10,000 m); range not revealed.

Weights: empty 8,157 lb (3,700 kg); maximum take-off 11,023 lb (5,000 kg).

Armament: two 20-mm cannon and four 0.312-in (7.92-mm) machine guns.

Name That Plane: JAN 2010



2009 OFFICERS AND BOARD MEMBERS



Elective

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(* = Voting Board Members)

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