



The Rogue Eagle

Rogue Eagles R/C Club

AMA Chapter 534

November 2008



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HELP WANTED!

Prospective member, Taylor Dent is looking for the following items to buy:

- .40 size trainer
- Engine (.40—.46)
- Minimum 4 channel radio and 4 servos
- Any field equipment

Equipment must be in good working order.

Taylor has a budget of \$250 to get established, let's help him out!

Taylor Dent
Phone: 324-4012



Great Swap Meet!



We were blessed with a beautiful day and a great turnout Saturday for our 2nd Annual Rogue Eagles Swap Meet! We had visitors from all around Southern Oregon and as far away as Pine Grove in Southern California! Lots of great stuff and some real bargains too!

A real heartfelt thanks for your contributions to the Phil Baehne family, it's estimated that we received around \$400 from your gifts. We deeply appreciate your generosity!

We owe all those connected with putting this event together a big hand of appreciation, and to Debbie Starks for again providing us with her superb culinary skills at the BBQ! We served 70 lunches!

Thank you Joe Kilbourn for making our great sign, it is very much appreciated. And thank you Bob and Larry for putting it up!

It is hoped that all had a good time and found some great bargains. I think we all look forward to our 3rd Annual Swap Meet in 2009!

Some Gentle Reminders...

Frequency Pins: The club has frequency pins for Spectrum/FAST systems (2.4Ghz) and we need to use them for pilot identification.



Prop Blast: When running up your engine, be mindful of people and property behind the aircraft (dust/smoke etc).

Thrown Props: Ensure there are no people, aircraft or property in front of the aircraft. Twice this last week props were observed coming off and launching forward,

luckily nothing was hit! Check prop security.

Engine Tuning: Avoid prolonged high throttle settings in the pit area and at the flight line, especially if others are flying. Use the area designated for engine break-in or the heli pad if you cannot get your engine tuned for flight.

Thank You.

BOARD MEETING MINUTES - October 28, 2008

OPENING:

The meeting was opened by President John Gaines at 7:01pm at the Central Point Senior Center.

MEMBERS PRESENT:

Pres. John Gaines	V.P. Gary Croucher
Sec'y. Dale Casey	Treas. Werner Bruckner
At-Lge. Gary Neal	At-Lge. Bill Grove
Wbmr. John James	Rick Lindsey
Richard Schwegerl	Phil Baehne
Sam Arrigo	

MINUTES:

The minutes of the previous meeting were approved as read.

REPORTS:

Bill Grove—He and John James have the web site updating nearly complete other than the front page. The links will take about two months to get corrected and replaced. Administrator e-mail goes to John. Werner said that it would be nice to have the Newsletter portion contain the all newsletters of the previous 12 months. It can be done.

Dale Casey—An order for caps, shirts, and jackets needs to be placed soon as several sizes are nearly out. The inventory of these items should possibly be taken every 6 months.

Phil Baehne—Perhaps have shirts printed for our special events denoting presents at the event.

Gary Croucher—The new field entrance sign is a bit difficult to see through the fence.

Werner Bruckner—Rogue Disposal contacted Joe DeAscentis about our garbage disposal agreement. We are entitled to only 1 can per week and our cans of the wrong size and type. Werner inquired of them and we are limited to only 1-32gal size can all others are extra charge. The bill has been about \$184/6 mo. He found that a single 65 gal. Bin type roll-cart was available for near \$25/mo. The bill would cover 2 months at a time. He ordered the bin and explained this situation. Also, no plane parts no fuel cans or bottles should be left in it. It is for normal trash disposal only. A note in the newsletter and signs at field to denote this. A thank you goes out to all those who have attempted to get the garbage picked-up and ready for disposal on Fridays.

Sam Arrigo—Asked if the Swap Meet date could be changed to an earlier time of year.

Gary Croucher—Has checked with the Grange Co-Op about the purchase of pre-emergent weed killer and found that 2 1/2 gal would cost about \$75. The time to spray is now before the rains start.

Rick Lindsey—Taylor Dent is interested in trying to learn to fly RC. Rick helped him get into the air and later inquired of the AMA as to the requirements to become a trainer. He was surprised at how simple and affordable it is to become a certified trainer. Rick has applied for an application form plus the AMA will be sending the club more of these.

ANNOUNCEMENTS:

Bill Grove—The updated Constitution and By-Laws are ready for publication and a copy each have been given to the secretary for mailing to AMA, State of Oregon, and Jackson County. Also newly revised club membership applications are ready for mass printing. A copy may be downloaded from the Web Site.

John Gaines—The election of Board Officers will be at the November General Membership meeting and no nomination have been received to date. Nominations may be made from the floor prior to the Vote for each position. Werner Bruckner has agreed to continue as Treasurer and Dale Casey is willing to continue as Secretary if no one is willing to take on these posts. The President and Vice-President positions are open for nominations along with the prior two. Please don't be shy and submit nominations at the meeting. Talk with your flying buddies.

Phil Baehne—Thanked the club for all the support and gave a quick synopsis of the events and the great progress of his son. Things are beginning to look pretty good for a nearly, if not total, recovery. His son was not expected to live according doctors but God seemed to have other plans. (Editorial Note: This is just one instance where faith and prayers have taken charge of the situation beyond the doctors' abilities.)

OLD BUSINESS:

The purchase of the pre-emergent weed killer was approved.

NEW BUSINESS:

Gary Neal—Made a motion that the 3 support posts of the field sign be extended by as much as 4ft each. 2nd. And passed.

Bill Grove—Made a motion that we not have the old trash containers available except for special events. 2nd. And passed.

Bill Grove—Moved that the club purchase an audio recorder for the use of the secretary to record the meetings. The equipment would cost in the neighborhood of \$50. 2nd. And passed.

Bill Grove—suggested the club pay the annual \$5 fee for instructors. He also suggested that two current instructors be the ones to approve submission of application for those qualified to become instructors. 2nd. And passed

Gary Neal—Proposed that a special award be presented at the Christmas Party. 2nd. And passed.

ADJOURNMENT: 8:15pm.

President	Secretary
John Gaines	Dale Casey

Recruiting Opportunity?

Crater High School in Central Point has started their aeronautics curriculum. Horizon Hobby has donated 5 helicopters to their program. Students are also using a flight simulator. Upon completion, students will be invited to the Rogue Eagles field this spring for actual buddy box flight and application of student learning...more to come on this one.

On a similar note:

Recently, there have been more and more new folks coming to the field and flying on buddy box systems and having a great time. Perhaps a reminder that we have certified instructors such as Rick Lindsey, Bill Grove, Richard Schwegerl and Calvin Emigh that anyone can contact and fly a buddy box with them while being covered under AMA insurance. This is a great way to get new enthusiasts in our hobby and grow our club.

Say What!

A photographer for a national magazine was assigned to take pictures of a great forest fire. He was advised that a small airplane would be waiting to fly him over the fire.

The photographer arrived at the airstrip just an hour before sundown. Sure enough a small Cessna airplane was waiting.

He jumped in with his equipment and shouted, "Let's go!"

The tense man sitting in the pilot's seat swung the airplane into the wind and soon they were in the air, though flying erratically. "Fly over the north side of the fire," said the photographer, "and make several low-level passes."

"Why?" asked the nervous pilot.
"Because I'm going to take pictures," yelled the photographer.

After a long pause, the pilot replied, "You mean, you're not my instructor?"

ON THE SAFE SIDE

From AMA District VIII

Safety Incident Reporting by Chuck Waller

What is a model airplane pilot's worst nightmare? To me, it is the sight of a model aircraft out of control, or with no radio response, heading for a parking lot or spectator area filled with people.

As this unfortunate incident occurs, everyone who sees it starts yelling, "Heads up!" to get the attention of every one at the field and, hopefully, in the parking lot or wherever the airplane is heading. All non-flying pilots are focused on the airplane and do their best to help people get out of the way. The pilot never stops fighting. He keeps the throttle all the way back in case he gets one more command in before the inevitable.

I have personally witnessed this event at least four times and had it happen to me once. Fortunately, no people were injured in any of these events.

So what would happen if we were not so lucky? What happens next when an incident, with or without personal injury, occurs?

Obviously, the first thing is to take care of any injured persons, if there are any. Your club should have a first aid kit available if the injury is minor. For major injuries you should immediately call for emergency services (911) and give them directions to your field. **(These directions should also be posted at your flying field.)**

Now what do you do next? It is very important at this point to gather as many facts regarding the incident as you can. You should immediately appoint one person as the "investigating" official. This may be the club safety officer or another club officer. It is actually better if the investigating official did not actually witness the incident. This way, his report will not be "clouded" by his own recollections.

Immediately talk to any one who witnessed the event. Make sure to get their name, address, and phone number for future interviews. Take down a statement of events and facts from each witness. Try to do this before the witnesses talk to each other if at all possible. You may want to assign several people to assist in getting statements at this time. It is very important to take pictures of any damage that was caused to any personal property including autos, buildings, trailers, other models, etc. Do not spare the film! You can always throw out or delete repetitive or non-essential pictures.

As soon as possible, you should contact AMA to report the incident and to request a claim form. Even if the incident results in no personal injury or property damage, all inci-

dents (close calls) should be reported so they can be evaluated for any possible corrective actions.

From the AMA membership manual: During regular business hours (Monday-Friday, 8 a.m. to 5 p.m. EST) please call (765) 287-1256. To report an incident involving serious injuries after hours or on weekends please call (765) 749-9210 or (765) 212-0793.

I sincerely hope you never have this type of incident happen at your flying site, but if it does, keep cool and follow these steps as closely as possible.

Fly safely and remember to have fun! →

From the Suffolk Aero Modelers, Long Island, New York

How's Your Nicads?

by Ted Brindle

The Nicad batteries that we use in our transmitters and aircraft wear out with time. If you have a battery pack that is more than three years old, you should be keeping a close check on it by cycling every month. If it is five years or older, you should replace it and be sure to properly dispose of the old cells. So, how do we tell the age of our batteries?

Most Futaba battery packs and individual Sanyo battery cells (which most OEM radio manufacturers use) have a two-letter date code stamped somewhere on the pack or cell. The first letter of the code is the year of manufacture and the second letter is the month of manufacture. 1996=A, 1997=B, 1998=C, etc. January=A, February=B, March=C, etc.

If you have a battery or pack with a date code of IB, it was manufactured in February of 2004. Probably still okay but keep a close check on it. The pack in my 8UAF transmitter was ZF, or June of 1995 so I replaced it. I found one pack with a date code of WC which translates to 1992; replaced that one without question.

Last Month's Name that Plane:



Ryan Navion:

Originally designed and built from 1946-1948 by North American Aircraft (builders of the T-6 "Texan", B-25 "Mitchell", and P-51 "Mustang") as a post wartime plane for returning WW2 pilots. Unfortunately, the projected "market" never materialized. North American built 1109 "A" models, including 83 as L-17A liaison/observation/trainer planes for the USAF.

The design was acquired in 1948 by Ryan Aeronautics (builders of the "Spirit of St. Louis"). Ryan improved both the durability and performance with its "B" model. It remained a rugged, dependable, long-range, high speed, forgiving plane that pilots loved. The U.S. military contracted to purchase 158 more, designated the L-17B (renamed U-18 in 1962). All told, Ryan manufactured 1240 Navion B's through 1951.

SPECS (B model):

Weight—3100 gross weight (seats 4)

Wing Span—33'

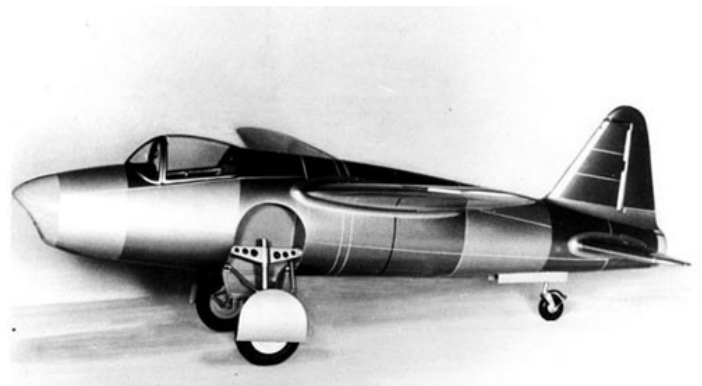
Length—27'

Engine— 225 HP Continental

PERFORMANCE:

Vne—196 IAS Cruise—150

November's Name that Plane:



Attention all Pilots!

Interested pilots who wish to participate in the 2009 Club Pylon Racing Season, please send your confirmation to me at:

flight431@msn.com
Or... Call me at 608-7240

An organizational meeting will be scheduled from the list of pilots responding for the purpose of creating an initial proposal to the board that will include discussion items such as:

- Safety concerns
- "Leveling the field" suggestions (classes?)
- Aircraft and power to be used
- A fixed race schedule
- Race format
- Racing rules
- Point system
- Racing Clinic
- Trophy and prizes
- End of year trophy/prize presentation
- Demo race at air-show

This program has one aim, to promote a challenging, organized, low cost club activity, where all members can participate and have unlimited FUN.

The aircraft selected (electric or nitro) will be a sport type aircraft and capable of being flown by Class 1 pilots.

Note: I need to have at least 10 confirmed individuals to make this a viable project, otherwise, the idea will have to be shelved for another time. Hope to hear from you.

Below is an example of the type of aircraft that could be used. This is only an example, electrics are also on the table.



Rogue Eagles R/C Club

2008 OFFICERS AND BOARD MEMBERS



Elective

President*—John Gaines.....582-3252
 Email: johng97525@msn.com

Vice Pres*—Gary Croucher.....664-1133
 Email: gmcstreetrod@msn.net

Secretary*—Dale Casey.....773-1425
 Email: dlcas14@charter.net

Treasurer*—Werner Bruckner.....664-2549
 Email: wkbruck@charter.net

Board Members-At-Large:

Gary Neal*.....476-6159
 Email: cruisin60s@aol.com

Guy Laine*.....301-5018
 Email: thejanco@aol.com

Bill Grove*.....660-6581
 Email: floyd955@charter.net

Appointive:

Safety Coordinator—John Parks890-5610
 Email: parks2263@hotmail.com

Events Coordinator*—Bill Inman.....601-5952
 Email: bill39@clearwire.net

Newsletter Editor*—Ben Musolf.....608-7240
 Email: flight431@msn.com

Public Relations*— Larry Myers.....840-2366
 Email: highflyer@clearwire.net


Webmaster — John James.....826-4119
 Email: jjames6431@earthlink.net

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

*--Voting Board Members

Next Club Meeting: November 14th 2008

Our Thanks and Appreciation to the following businesses:



Southern Oregon's Premiere Bicycle and Hobby Source

127 N. Central ave.
Medford, OR 97501-5925

541-779-9935
fax 541-772-0114
www.alscycleandhobby.com

MILD TO WILD Visit Our Website
mildtowildhh.com

HOBBY HOUSE LLC Grants Pass RC Source
Hobby Supplies

DENNIS ROGERS, Owner

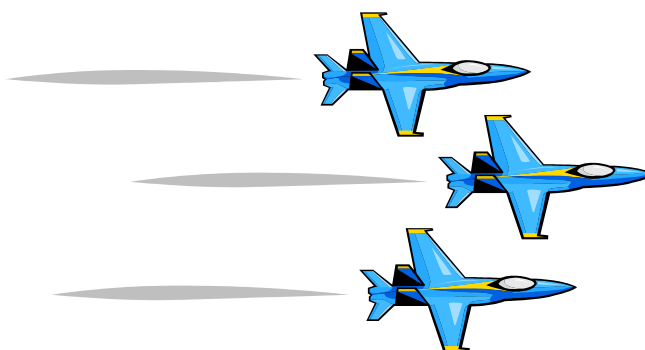
HOURS: Tuesday - Friday 9:00 - 6:00 • Saturday 10:00 - 5:00

309 N.W. E Street
Grants Pass, OR 97526

541-471-8780
rmildtowild@peoplepc.com

Trivia Question:

When did the first ever jet turbine aircraft fly?



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«First» «Last»
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«City» «State» «Zip»