



# The Rogue Eagle

Rogue Eagles R/C Club - AMA Chapter 534 - Medford, Oregon  
**Merry Christmas and Happy New Year!**

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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

## President's Corner

We are into the building part of the year again and I hope everyone has enjoyed their summer. I want to again thank everyone for their support this last year and to say happy holidays to you and yours.

The club has accomplished a tremendous amount of work this year and, as a result, we have put ourselves in a very good position with the county. We must maintain this standing by continued compliance of the contract that we have with the county and making all of the reports that are required as a Non-Profit Corporation.

**Remember:** we have our Christmas dinner on Saturday, December 12th at 6:00 pm at the New Far East restaurant.

Bill Grove,  
President

## Immaculate Cessna 310

Gary Neal has just completed a beautiful rendition of the very popular private twin, the Cessna 310. Gary has added some really neat scale details like a complete nav light system including landing light and flashing anti-collision light! Robart retracts with scale linkage, and a beautiful fiberglass finish. The model is powered by two Thunder Tiger Pro .46's. At the time of these pictures, the airplane had not yet flown. ..

Great job Gary!



# Minutes of the Board Meeting for Nov. 24<sup>th</sup> 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 ten members present.

## **Old business.**

### Officers Job Descriptions.

Bill presented the set of descriptions for the Officers duties. John Parks is the new Safety Officer and is working on the job description for that function. Once complete and final, Bill will include them into the Membership Manual.

### Constitution and Bye-laws.

Bill handed out a copy of the Constitution and Bye-laws with the tentative changes incorporated.

Bill went over the proposed changes in detail. There was some discussion on the changes and some additional minor changes were made for additional clarification.

A motion was moved seconded and approved to present the proposed changes to the full membership for a ballot vote to approve, or not, the inclusion of the changes in the Constitution and Byelaws.

After the President and Secretary have finalized the paperwork, the Secretary will mail out the voting ballots to all current members.

Members should mail back their votes to the address provided in the cover letter.

Vote sheets can be brought in at the last minute to the General meeting on the second Tuesday of January 2010 where the votes will be tallied.

### Updated Membership Handbook

There was a short discussion on the membership manual and Bill described numerous changes that are being worked on to update the manual, which is seriously out of date. Consensus was reached on which items should be added and the material that should be deleted.

### Pumping out the Latrines.

Bill announced that he has had discussions with a hydrologist about the latrines at the field. He is led to believe that if there is serious flooding at the flying field, it could cause a problem with the stability of the latrine building.

As there is some expectation that 2010 may be a very wet year, it would be prudent to have the latrines pumped out as a precautionary measure. There was some serious disagreement in the meeting over the veracity of this opinion. However, we have been quoted \$230.00 for pumping out both toilets and this is an exceptionally low price.

A motion was moved seconded and approved by majority, to have the latrines pumped out.

### Start-up benches.

There was a discussion on providing a “reduced height” start-up bench for use by those members who are confined to a wheelchair.

A motion was moved seconded and approved to have Sam Arrigo construct a new bench to the appropriate height, which he will determine.

**New business.** None.

The meeting was adjourned at 8:35 p.m.

## **IMPORTANT REMINDERS!**

### **Club Dues:**

Club dues are due ***no later*** than the 1st club meeting in **February**. There is no Grace period!

### **Ballot Coming:**

Members will be receiving a ballot for the changes and upgrades to the by-laws. Please vote and return the ballot to the January meeting.

Thank You,  
Pres.



## Pilot Spotter's Responsibility

by Bob Ackerman

While at the field recently I was asked, "What does a pilot spotter do?" I quickly told him, "spot for the pilot." I thought about my response for a few minutes and I realized that was not a good answer.

Do you know what the responsibility of the pilot spotter is? I asked a few pilots and I got the same answer from most, "spot for the pilot." So, what does that mean?

The pilot spotter, or just spotter, is a safety person for the pilot. The pilot and spotter should be a team working together for the safety of the pilot, the spotter, the aircraft, and all parties at or near the field.

Whereas the pilot has the responsibility of flying his/her aircraft in a safe manner, the spotter has many other responsibilities, which include:

- Relay messages from the flightline and safety personnel to the pilot about landing aircraft, aircraft emergencies, or dead-stick landings by other aircraft on the field, and other information important to the pilot flying the aircraft. The pilot may be concentrating on the aircraft in flight and may not hear or pay attention to background messages on the field.
- Relay messages from the pilot to the flightline and/or safety personnel about the pilot's landing, emergency, or dead-stick landings, and other information that needs to be passed from the pilot to others.
- Be the eyes of the pilot away from the aircraft. Watch the flightline and inform your pilot of aircraft taxiing in front of the pilot, people on the runway line, obstacles on the ground if the pilot walks around while flying, or other safety issues that your pilot should be aware of.
- Watch the other aircraft in flight and inform your pilot of aircraft that may cross the flight path of his or her aircraft. Changes in pattern direction or aircraft in different flight types (aerobatic vs. pattern flight) crossing your pilot's flight path should be reported.
- Keep the pilot advised of the type of aircraft that are being started for flight. Some pilots may be flying the pattern and if a 3-D aerobatic aircraft is getting ready to fly, the pilot may decide to fly at a different altitude or land the aircraft.
- Minimize the distractions to the pilot in flight. The spotter is the eyes and ears for the pilot. Anything that could distract the attention of the pilot should be explained so that the pilot can keep his/her eyes on the aircraft and not look at the distraction.
- A pilot spotter may also assist the pilot at contests, such as a pattern contest, by providing information to the pilot about the next maneuver at key points of the flight.

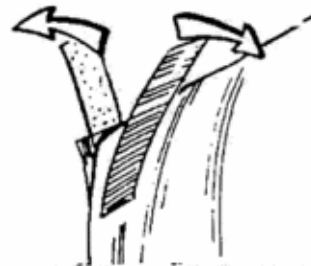
This is not a complete list of responsibilities that the spotter has. Some pilots will have specific instructions for their spotters as to what to do, what to watch for, and what to explain. Each pilot and spotter should discuss these responsibilities before each flight.

Every field has different rules for the use of a pilot spotter during flight operations. Most fields do not require a spotter when no organized event is scheduled, or the number of pilots flying is low. Other fields require a spotter on all flight activities. Most fields require the use of a pilot spotter during all scheduled events. Do check with your club or field rules about the use of a spotter.

The ultimate purpose of a pilot spotter is to increase safety for all. So be a good spotter and help keep our field, and our pilots, safe.

### Monokote Tip:

*From the newsletter of First Weed Wacker Aerosquadron, Lakeside California*



#### SEPARATE THOSE SHEETS

The protective backing on some covering films can be difficult to separate, initially. A strip of masking tape applied to each side creates a "handle" on which to pull—sheets then easily peel apart.

### Items For Sale:

Just as a reminder, our newsletter is a great way to advertise any item you may want to sell, swap or give-away. Just phone me or send me an email describing the item, the price, and any other information you would like to add. A photo of the item would be great!

#### For Sale: Winter build

Tower Kaos Kit - \$50 (picture is of the ARF)

Ben Musolf

608 7240





## PRESIDENT TO PRESIDENT

A Club in Need ...

by Dave Mathewson, AMA President

“Help! We’re losing our flying site.”

AMA gets calls that start like this almost every week. Most of the AMA vice presidents will tell you that this is the type of call and request for help that they receive most. When I was a district VP, the very first thing I would ask of the person making the contact was, “Tell me what your club has done over the years to become an asset in your community.” If the answer was, “Well, we haven’t done much, but we’re thinking about doing XXX ...,” it’s almost always too late.

The very best way to protect your flying site is to be proactive in preparing for the day when losing your site might become a possibility. Site loss can be attributed to several factors; losing a site to things like soccer fields account for some. Other times it’s an unhappy neighbor who, for whatever reason, is opposed to your field being where it is.

In all of these cases having the support of the local community, especially when local town boards become involved, is invaluable. Most local boards will listen to its constituents, especially when they express their feelings strongly in one direction or another. A club standing before a town board pleading its case is one thing. That same club standing before that same board, but having members of the community standing right alongside, is something entirely different.

So, how do clubs become a welcome asset in its community? They become involved. There are a number of simple things that each of our clubs can do that have the potential to pay large dividends. Things like collecting canned goods at events or meetings and then donating the collection to the local food pantry. Hosting an event and donating a portion of the proceeds to a local charity. With the holiday season fast approaching, maybe this would be a good time to collect toys for the Toys for Tots program that almost all communities have.

Parents appreciate groups, like model aircraft clubs, that run outreach programs that their children can participate in. Getting involved with local Scout groups, community recreational programs, or running an after-class program at the local school for kids interested in modeling can be extremely effective.

On the other end of the spectrum, consider contacting your local senior center and ask if they would be interested in someone coming to the center to speak about model aviation. Those of us who have done this will tell you that this can be an extremely rewarding experience.

And, finally, a very simple program your club can become involved in that takes very little effort is the Adopt-A-Road program that most communities have. Participating in a program like this most often results in a roadside sign,

and is responsible for this section of road. This is like having a billboard along the road, promoting your club to motorists who travel this stretch of highway.

Nearly all of these ideas, if approached by the club as a group, can be fun activities. At the same time, you’ll be building strong relationships with those in your community whose help you may someday need. Being proactive has the potential to pay off down the road when you just may need it most.

## TIP: Links removable tail wheel assembly

By RED SCHOLEFIELD

A lot of kits out these days either have you mounting the tail wheel right on the rudder or having the tiller sunk into the rudder. There are some problems here. If the tail wheel is mounted on the rudder, all the shocks from that wheel are taken up by the rudder hinges. This is not recommended for long life.

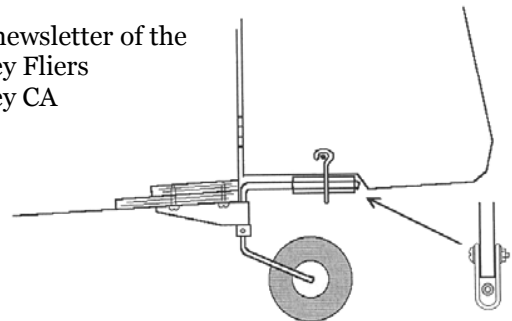
The better system to use is a tail wheel bracket to take all the loads. However, if the tiller is embedded in the rudder, there are still potential problems.

- 1) There is little turning shock absorption. Most of those shocks will be transmitted back to your servo.
- 2) After several landings, the tiller tends to turn the inside of the rudder to mush.
- 3) If the tiller breaks through the rudder, or if the wire strut breaks, there is no way to remove and replace it without ripping up half the rudder.

A removable assembly, as shown in the diagram below, circumvents these problems.

Use a wheel collar on the bottom to transmit the loads to the bracket. On the tiller, put on a piece of inner nyrod, then some fuel tube. This will help dampen turning shock loads, easing the loads on the rudder servo. The yoke that goes around the tiller and is bolted to the rudder easily can be bent from clevis to rod wire. The bracket does not have to be lined up with the rudder hinge line.

from the newsletter of the  
Simi Valley Fliers  
Simi Valley CA





## NOVEMBER Name that Plane: BD-5

Offered as a kit, this aircraft has three principle variants, a prop version, a turbo prop version or a jet version. Kits are still being made and start at \$22,500 up to \$56,550 without engine.

### Specifications

- Crew: one, pilot
- Length: 12 ft to 13.5 ft w/stretch kits
- Wingspan: 14 ft to 21 ft 6 in
- Height: 5 ft 2 in
- Wing area: Depends on wing used (-5A, -5B or -5J)
- Empty weight: 167 lb and up ( )
- Loaded weight: 407 lb to 809 lb ( )
- Max takeoff weight: 1,100 lb (530 kg)
- Powerplant: × Various reciprocating engines, from Rotax to Turbo Honda; turboprop with modified Solar T62; jet with Microturbo Cougar or TRS-18, ( ) each

### Performance

- Maximum speed: 200+ recip, 300 mph jet
- Range: 720+ miles recip, 300+ miles jet
- Service ceiling: 12,000 ft recip, 23,000 ft jet
- Rate of climb: 1,900 ft/min recip, 4,000 ft/min jet



## December NAME THAT PLANE

2009

## OFFICERS AND BOARD MEMBERS



### Elective

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

**Vice Pres\***—Gary Croucher.....664-1133

**Secretary\***—Alan Littlewood.....362-3731  
Email: [alan\\_littlewood@charter.net](mailto:alan_littlewood@charter.net)

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

### Board Members-At-Large:

Gary Neal\*.....476-6159  
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Larry Myers\*.....770-3390  
Email: sekhnet@compuserve.com

Danny Stanton\*.....301-4396  
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### Appointive:

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Bill Grove.....955-0634  
Gary Lindsey.....776-5832

( \* = Voting Board Members )

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"Hark the herald angels sing,  
Glory to the new-born king."

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*"The very purpose of Christ's coming into the world was that he might offer up his life as a sacrifice for the sins of men. He came to die. This is the heart of Christmas."*

by **Rev. Billy Graham**

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