

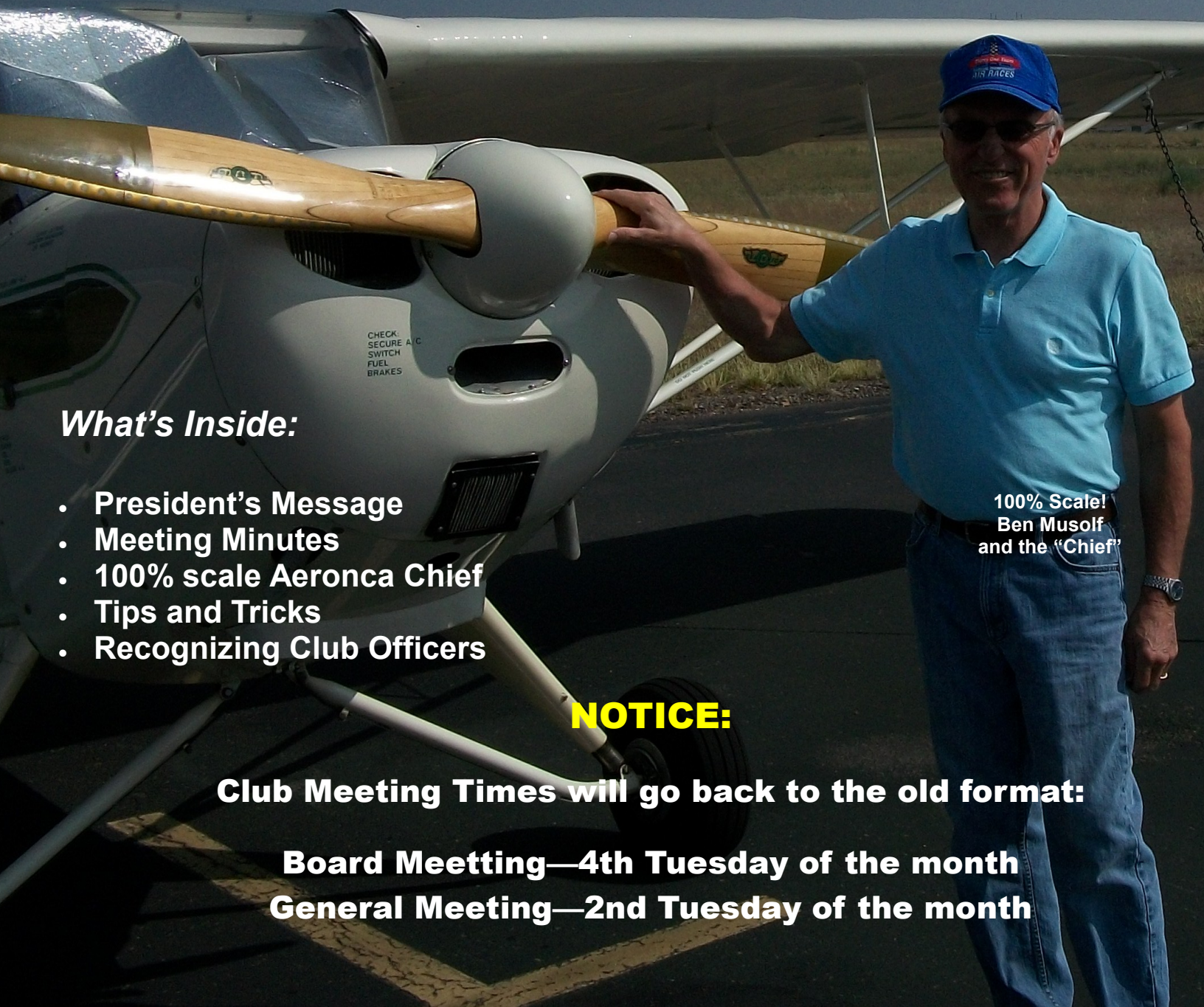
The "Rogue Eagle" is a publication of the Rogue Eagles R/C Club, Medford Oregon - AMA 534

Rogue Eagle

www.rogue-eagles.org

JULY 2012

Air Show August 18th and 19th
Get your Raffle Tickets now - Time is running out!



What's Inside:

- President's Message
- Meeting Minutes
- 100% scale Aeronca Chief
- Tips and Tricks
- Recognizing Club Officers

100% Scale!
Ben Musolf
and the "Chief"

NOTICE:

Club Meeting Times will go back to the old format:

Board Meeting—4th Tuesday of the month
General Meeting—2nd Tuesday of the month

ALL THUMBS- FROM THE PREZ'S CHAIR

My name is Jay Strickland and I approve this message

Rules, Rules, Rules!



It seems like no matter what you are doing anymore there are a bunch of rules to tell you how to do it! Some of the most annoying rules are the ones that govern our recreational activities. It is very easy to get irritated and think “Who are they to tell me how to have fun”. The fact is you would be right, if you were fishing on a raft in the middle of the ocean or plinking with your .22 rifle in the middle of the desert miles from anyone or anything!

These are activities that would have virtually no effect on others and could be pursued at will. Unfortunately if you are like the vast majority of aeromodelers you do not have your own airfield to fly from with miles of separation from everyone else. Unless you have this kind of property you must share a facility with sometimes many people. This is where rules become not only useful but essential. We all know examples of individuals who would not let others safety get in the way of their fun. The bulk of our flying field rules are for safety and the rest are about good old fashioned courtesy.

Some of our rules are very explicit such as the requirement for AMA insurance but most of the rules at Agate Skyways revolve around common sense. It is possible to follow the letter of the rules and still be operating dangerously and a hazard to others. Conversely it is possible to be operating safely while not exactly following one or more rules. As I stated earlier it is generally a matter of common sense and the intent of the particular rule. We are all responsible for reasonably enforcing the rules. It should not be up to one or a small group of us. We do not want to get caught up in prosecuting every little infraction or unavoidable mistake even though there are some incidents that by their very nature warrant more serious attention. It is up to every one of us to know the difference!

This club belongs to all of us. If you feel that a rule is not serving us well or could be made better, don't grumble about it in private, bring the issue before the Executive Board and let's discuss it. You could be right and effect change for the better for everyone. Please experience all the enjoyment and satisfaction that our hobby has to offer but always keep in mind that others enjoyment and safety might depend on you and your actions.

The airshow is right around the corner so please give Larry Myers a call and get involved (541) 770-3390 (before 7:30pm). That is all for now, Granddog out.

Remember: Tracers work both ways and incoming fire has the right of way!

Rogue Eagles RC Club Board meeting minutes July 24, 2012

Meeting called to order at 5:30 by President Jay Strickland.



Old Business:

In depth discussion concerning the purchase of Directors and Officers liability insurance allowed everyone to comment on their opinions about the policy options and cost. An informal request was made by Richard DeMartini for the board to vote to show support as to whether or not we should present this to the general membership. The vote was 5 to 2 against moving forward with the insurance. This issue is closed.

Jay showed the board a sample copy of the Air Show program. He will be selling ads for \$25 for a business card size ad, \$50 for a half page and \$100 for full page. He has already received several requests for ads.

It was noted that a revised letter of record was sent to Richard Schwegerl, as approved by the board, relative to the previous issue of a firearm being discharged on the flying field.

Richard DeMartini gave the board his final safety report concerning the complaint letter given to the board at the last board meeting by Joe DeAcentis about safety issues observed by him and others at the field. Richard stated that he has personally talked to all who were involved as was assured by them that there would be no future violations of our clubs safety rules. Richard has noted his findings and responses in his safety files.

Richard also requested that we put up a sign saying that no alcohol is allowed on our field after an incident of several bikers who stopped by to drink beer. The board will consider that issue.

New Business:

Rick Lindsey brought up a serious concern of people erecting awnings and canopies at our pilot stations which could cause a severe visibility and safety problem to other pilots. The board unanimously agreed that there would be no structures put up at the pilot stations that might impair vision or be a safety issue.

Jay brought up the fact that the home owner near our runway had complained of some over-flights. Jay actually visited the home and found that in fact an airplane was overhead. It appears that it is difficult to judge exactly how far over we might be flying. The club will mark out some extension lines parallel with the runway and also add two more pilot stations to perhaps give a better perspective to the pilots. Even though we will add two more stations, bringing the number to seven, there will still be a maximum of only five pilots at a time flying.

The board decided to go back to the old meeting format where the board will now meet on the 4th Tuesday of every month starting in August. The regular membership meeting will remain the 2nd Tuesday of every month.

Meeting was adjourned at 8:00pm

Aeronca 11AC

"Chief"

The logo for Aeronca, featuring the word "AERONCA" in a stylized, bold, sans-serif font. The letters are white with black outlines and are set against a black background that is shaped like a downward-pointing arrow or a shield with wings at the top.

On July 20th, I took possession of N9336E, a 1946 Aeronca "Chief" in Redding, California. I am in the process of "getting acquainted" with the Chief and, being a tail dragger, it requires 110% of my attention! It's a fun airplane, originally intended to be a trainer follow-on to the famous Champ. The Chief is two place like the Champ but the seating is side by side instead of tandem and is qualified as an LSA category airplane.

The airplane has a 65 HP Continental that gives a cruise speed of about 85 mph. It burns about 4 gallons of fuel per hour which gives me about a 300 mile range with an hour reserve. Since there is no electrical system, the engine must be started by hand propping. In addition, the radio and GPS are battery powered.

This is state of the art LOW and SLOW! I look forward to many enjoyable hours in the Chief... Ben



Heat-related illnesses and first aid

Illness	Symptoms	First Aid*
Heat stroke	<ul style="list-style-type: none"> • Confusion • Fainting • Seizures • Excessive sweating or red, hot, dry skin • Very high body temperature 	<ul style="list-style-type: none"> • Call 911 <p>While waiting for help:</p> <ul style="list-style-type: none"> • Place pilot in shady, cool area • Loosen clothing, remove outer clothing • Fan air on individual; cold packs in armpits • Wet individual with cool water; apply ice packs, cool compresses, or ice if available • Provide fluids (preferably water) as soon as possible • Stay with individual until help arrives
Heat exhaustion	<ul style="list-style-type: none"> • Cool, moist skin • Heavy sweating • Headache • Nausea or vomiting • Dizziness • Light headedness • Weakness • Thirst • Irritability • Fast heartbeat 	<ul style="list-style-type: none"> • Have the pilot sit or lie down in a cool, shady area • Give person plenty of water or other cool beverages to drink • Cool the pilot with cold compresses/ice packs • Take to clinic or emergency room for medical evaluation or treatment if signs or symptoms worsen or do not improve within 60 minutes. • Do not return to the field that day
Heat cramps	<ul style="list-style-type: none"> • Muscle spasms • Pain • Usually in abdomen, arms, or legs 	<ul style="list-style-type: none"> • Have pilot rest in shady, cool area • Pilot should drink water or other cool beverages • Wait a few hours before allowing pilot to return to flying • Have pilot seek medical attention if cramps don't go away
Heat rash	<ul style="list-style-type: none"> • Clusters of red bumps on skin • Often appears on neck, upper chest, folds of skin 	<ul style="list-style-type: none"> • Try to get in a cooler, less humid environment when possible • Keep the affected area dry

* Remember, if you are not a medical professional, use this information as a guide only to help fellow RCers in need.

ON THE SAFE SIDE

The God Complex

By Jim Tiller, On the Safe Side author, jtiller@hotmail.com

I recently viewed a presentation by Tim Hardy, a noted economist, on what he called the God Complex. I am including a link to that YouTube thread if you want to see the 20-minute presentation. It is well worth your time. In a few words, he espouses the value of trial and error in systems rather than the “God Complex” approach. The God Complex means someone who is an “expert” in a particular area and thinks he knows all the answers.

The God Complex: www.ted.com/talks/tim_harford.html

How does this relate to RC safety?

The first conclusion would be to comment on all those on the Internet who obviously seem to be “experts” on almost everything. There is no better place to see the God Complex gone wild than on the Internet. Spend a few minutes on any of the RC forums and you’ll know what I mean. And did you notice that the more they “know,” the more they post. How generous of them. This discussion would take all day to finish.

Here is a simpler example. You built the airplane you now fly. You have the God Complex about that airplane just because it is the result of your efforts. More than anything, it just means that you are the only one who knows how it was put together and more importantly, how well it was put together.

One of the symptoms of the God Complex is that you become oblivious to input and especially, criticism. This is where the safety issue is. You should have other eyes looking at it besides your own.

I heard a story from a gentleman who attended a large Scale contest. One of the competitors was having trouble starting his engine and enlisted help from several in attendance.

While trying to troubleshoot the problem, they discovered that all four engine mounting bolts were loose. It seems the owner had mounted the engine several times during the last building stages and simply had meant to tighten the bolts later and forgot to do so. The test flights he did prior to the event were enough to make the bolts work themselves loose. A disaster was narrowly averted.

Obviously he did not do this maliciously, but his own God Complex had convinced him every task had been done on the model prior to flight. As the “expert” mind, he was in control of the situation.

At our club we just talked about having a “buddy inspection” of your airplane when you bring it to the field. This just means that someone else takes a look at it while you put it together. The fresh eyes may discover something that your own God Complex blinders have overlooked or neglected.

Let’s also take a look at the value of trial and error. The point here is that mistakes lead us in the right direction. If that tail wheel mount in the ARF you just bought breaks after just two flights, you change it. If it still breaks you change it again.

The next time you buy an ARF, you might look more closely at the tail wheel mount and make modifications based on your past experience. This empirical data you gather makes you better, but the safety message is: be generous with this information to your fellow modelers. Make the knowledge base available to anyone who can use it.

Even if you don’t think you have much to share, put it out there. In the words of Thomas Edison when asked how his experiments with light bulb filaments were going. He said, “I know a lot of things that don’t work.”

Disposing of Batteries Follow Up

I received some feedback on the battery disposal information I provided in the last issue. A reader correctly pointed out that NiMh batteries are not on the list of hazardous materials for disposal in a landfill. I inadvertently listed them in with NiCd batteries, which are on the hazardous material list. Thanks for that input and clarification.

NiMh are okay to dispose of in normal garbage in many areas. However, many states and sanitation districts have banned, or are in the process of banning, batteries of all kinds from the waste stream. Make sure you check your local regulations before disposal.

The intent of my article was to point out that it is much easier to put your batteries—of all kinds—in a local recycling box and be done with them. Make sure your batteries are discharged, throw them in a bag and put them in the container at your home store or battery store. It's simple, easy, and safe.

AMA Insider

Tips & Tricks

Protecting Hinges

Petroleum jelly often has been used on pinned hinges to prevent epoxy glue from sticking to the hinge joint; however, it is difficult to get just the right amount on the hinge and to make sure the hinge is completely coated.

A very cool way is to melt the petroleum jelly in a small dish such as a dessert dish (an oven-safe type, of course). Use only enough to melt to a depth of about $\frac{1}{6}$ of an inch. Fold the hinge and dip the pinned end into the melted jelly.

Remove and touch the hinge to a paper towel to remove excess. In a couple seconds, the petroleum jelly cools and has penetrated the hinge.

You now have a completely coated hinge joint that epoxy will not stick to.

—From Gene Davis, *Newsletter of the National Association of Scale Aeromodelers*

Tricky Decals

Have you ever wanted to place a graphic or numbers on your model but find cutting them out of MonoKote just too much effort? Try tracing paper available at craft or office supply stores.

Here's how to do it with a computer and scanner:

- Scan your artwork and save it.
- Print it on thin tracing paper.

Cut it out and stick it on your airplane by spraying the back of the tracing with adhesive. If you like to fly in the rain, you can waterproof the finished product by spraying it with clear spray paint before you place it on your airplane.

Unlike a commercial decal with a totally clear background, the tracing paper will be barely visible, but it's not that noticeable. —From the Lewes RC Club, Lewes DE

Rogue Eagles R/C Club Community Outreach



Dave Bartholomew and Larry Cogdell along with Rich DeMartini presented a great program and flight demonstration on r/c modeling at the Lozier Baptist Church on 7-28-12 to the delight of an enthusiastic audience.

Club Corner Recognizing Club Officers

by Jim Wallen, Club Corner Author

AMA clubs use their club officers in numerous and varied ways. You are required to have a club safety officer, but it's up to your individual clubs what other offices work best for your specific situation.

What works for small clubs may not be the way to go for larger clubs. Perhaps you want to add a president, a vice president, a treasurer, a field marshal, an event coordinator, a chief training instructor, a membership coordinator, a newsletter editor, a webmaster, or some other position that makes sense for your club. You can establish a formal plan for succession or not. It is up to you. You might be surprised at the talents and skill sets your members have in filling these positions. Remember that club officers often times dictate the direction your club takes in being a viable progressive organization.

Sometimes we forget that our club officers are volunteers and spend many hours fulfilling their duties to make your club more enjoyable. If some are frustrated about the performance of a club officer, keep in mind that they have raised their hand to help out and are to be commended for doing so.


You may want to consider some form of recognition for past club officers. Recognize them at a club meeting. Perhaps you want to establish a recognition event and invite the club officers, some of which you may have not seen for some time. Get some treats and make a party out of the event. Everyone likes to be recognized and appreciated.

Recognition of club officers is a morale builder and adds the element of enthusiasm to your club. That is a key element in keeping your club pointed in a positive, progressive, and enthusiastic direction!

Rogue Eagles 2012 Event Calendar

MO	DATE	ACTIVITY	LOCATION	CD
Jan	1	Chili Dog Fun Fly	Agate Field	Larry Myers (B4 7:30p) 541-770-3390
	14	Polar Bear Fun Fly	Myrtle Creek Airport	Bruce Harlow 541-863-1920
Mar	9-10-11	Swap Meet	Yamhill County Fairgrounds, McMinnville	Larry Miller 503-472-4987
	24	Pylon Race #1	Agate Field	Ben Musolf 541-608-7240
	31	Swap Meet	Josephine County Fairgrounds, Grants Pass	Art Kelly 541-472-9683
Apr	14-15-16	Float Fly	Agate Lake NOTE! 2.4 ONLY	Larry Myers (B4 7:30p) 541-770-3390
	21	Pylon Race #2	Agate Field	Ben Musolf 541-608-7240
	28-29	IMAC Contest	Agate Field	John Gaines 541-951-1947
May	5	Swap Meet	Agate Field	Joe DeAscentis 541-890-2765
	19-20	Warbirds	Agate Field	John Gaines 541-951-1947
	24 thru 27	IMAA	Castle Air Base	Mike Brown 503-549-3005
	26	Pylon Race #3	Agate Field	Ben Musolf 541-608-7240
	27	Fun Fly & Pot Luck Keno Club Invited	Agate Field	Rick Lindsey 541-776-5832
Jun	1-2-3	Fun fly	Klamath Glen	Sam Ellis 707-954-8284
	1-2-3	La Pine Fun Fly	La Pine	Paul Lamb 541-536-2859
	15-16-17	Float Fly	Platt I	Dave Olson
	23	Pylon Race #4	Agate Field	Ben Musolf 541-608-7240
	24	Lee Renaud	Agate Field	Jay Strickland 541-855-7161
Jul	14-15	Float Fly	Lake Selmac	Art Kelly 541-472-9683
	6-8	Warbirds over the Pacific	Cottage Grove	Gus Phillips 541 643-9430
	13-14-15	IMAA Fun Fly	Agate Field	Cliff Sands 541-941-0503
	21	Pylon Race #5	Agate Field	Ben Musolf 541-608-7240
Aug	3-4-5	IMAA Fun Fly	Henry's Winery Sutherlin	Bruce Harlow 541-863-1920
	10-11-12	Dawn Patrol	Henry's Winery Sutherlin	Bruce Harlow 541-863-1920
	18-19	Air Show	Agate Field	Larry Myers (B4 7:30p) 541-770-3390
	25	Pylon Race #6	Agate Field	Ben Musolf 541-608-7240
	24-25-26	Fun Fly	Klamath Glen	Sam Ellis 707-954-8284
	31	VR/CS Fly-In	Agate Field	Richard Schwegerl 541-733-5479
Sep	1	VR/CS Fly-In	Agate Field	Richard Schwegerl 541-773-5479
	8	RVF Air Show	Grants Pass	Art Kelly 541-472-9683
	15	Flitemasters Fly In	Keno (Sportsmans Park)	Edward Huddleston
	22	Pylon Race #7	Agate Field	Ben Musolf 541-608-7240

Our Thanks to the following businesses:



Southern Oregon's Premiere Bicycle and Hobby Source

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Be Safe
Be Courteous
Be an EXAMPLE to others

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