



The Rogue Eagle

Rogue Eagles R/C Club

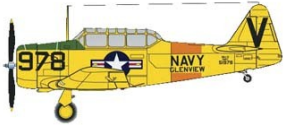
AMA Chapter 534

February 2009

Get ready for our upcoming Agate Float Fly!

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2009 Contest and Events

Agate lake Float-Fly—17, 18, 19 April

IMAC—01&02 May

BBQ Fun-Fly with Keno Club (our field)--30 May

Warbirds—06 & 07 June

Fun-Fly at Keno—27 June

IMAA—17, 18 & 19 July

Kids' Day (?)

Wal-Mart Day—15 August

Air Show—22 & 23 August

Swap Meet—26 Sept.



Presidents Corner

Many of you know that there was an accident involving our front fence, both the chain link and the barbwire. We have been notified by County Parks that the individual involved will be held responsible and that his insurance has contacted the County for required information. The County has had a fence contractor estimate the costs and will have the fences repaired/replaced as required. No action by our club is required at this time for this event.

It is time for all the CD's who want to have an event next year (2010) to start your planning and let the board know the dates and any special requirements for your event.. Make sure that you talk to the events coordinator to preclude any conflicts with other events. We must turn into the County in November of every year a report on what our planned events are and their dates.

If you do any maintenance at the field please turn in your time and the cost of any materials to the Field Maintenance Coordinator Gary Neal so that we may turn the report over to the County as required. This report is required every 6 months by our contract.

Bill Grove
President



Our Newest Members!

Meet Melvin and Li Harder, our newest members! Originally from Michigan, the Harders moved to Grants Pass but then moved to White City just to be close to a field where they both could fly! Melvin is a retired engineer and Li, a retired Diet/ Diabetic educator.

The Harders fly electric only and on the day this picture was taken, Melvin was flying a (converted) Great Planes Stearman PT-17 with 10 bright LED lights....very cool! Li was on a buddy box with Melvin flying her own electric SIG Kadet Senior (also with LED's). I'm sure Li will be flying her Kadet solo very soon!

When you see Mevin and Li at the field, say hello.

Flight Boundary Notice!



We are reminded of the importance of keeping our flight paths within the designated flight boundaries. We cannot afford to put our field in jeopardy!

Please review "Section B, General Information" on our website.

Board Meeting Minutes January 27th 2009

Opening:

The club President, Bill Grove, opened the meeting punctually at 7.00 p.m. at the Central Point Senior Center. There were thirteen members present.

Introductions:

Member Bob Stamm reintroduced himself and stated that he had a proposal to make to the meeting later on.

Meeting Minutes:

The minutes of the Jan 13th General meeting (thanks to Dale Casey) were read out by the Secretary. A motion was moved, seconded and approved to accept the minutes as read.

Treasurers Report:

Documented in the Jan 13th report.

Old Business:

Oregon Articles of Incorporation of the RE Flying Club:-
Bill Grove presented the Acknowledgement letter that he has received from the Oregon Secretary of State. The next renewal is due on Jan 15th, 2010. Additional paperwork is expected shortly and when that arrives, we will have to send in to them a copy of our Constitution, Bye-laws plus any other official documentation that they may require. Officially we are a "Mutual benefit, Non-profit with members" organization.

Boundary barbed wire fence:-

Bill has had communication with Mr. Tom Styers (?) the Manager of Parks for the county, with information that the Insurance Company for the inebriated culprit who demolished a large section of the boundary fence, telephone pole etc. along Antelope rd. will be paying the cost of repairing the fence. The "County" will perform the physical work necessary. The Club will stay out of involvement in this issue while it appears to be resolving in a satisfactory manner.

On the topic of the frontage boundary wire fence, Bill brought up that there is an issue we will need to deal with in the not too distant future. The fence wire and posts are seriously degraded and need to be replaced. The end nearest the neighbor is completely missing. It is the Club's responsibility to maintain this fence. Bill quoted some current prices for materials that would be required and there was discussion in the meeting on numerous aspects of this issue. Sam Arrigo volunteered to inquire whether he could obtain lower prices. We will revisit this at a later date.

Frequency pins:-

Tom Clark of Coolpins.net has contacted Bill to solicit our business to provide a new set of Frequency pins. Club member, Joe Kilbourn, who was present at the meeting, is going to provide a quote to Bill to bid on this business.

Mobile spraying machine:-

Gary Croucher brought up that the "sprayer" wheels and tires are in a bad state and an axle is broken and needs repair. A new 5/8" axle, wheels and tires are needed. The cost is not expected to exceed \$100-00. A motion was moved seconded and approved for the expenditure of up to \$100-00 from Club funds to complete this repair.

Field infrastructure and improvements:-

Gary Neil resurfaced the topic of the work that needs to be done to make the vicinity of the startup/pit area more accessible for wheelchairs. Previous discussions had revolved around installing rubber matting, but this isn't readily achievable. We may need to go to concrete.

Further action is needed on this, as it is the highest priority item on the field maintenance list. Joe Kilbourn volunteered to make inquiries to see if he could locate reasonable pricing and availability for the rubber matting/belt material. Further progress will depend on the results of Joe's inquiries.

Gary also brought up the previous proposal for a "concrete starting pad" for large planes adjacent to the taxiway nearer to the runway. There was discussion in the meeting about the placement, the nature of and the safety aspects of this proposed pad. Gary will research again what costs would be involved to implement plan such as this. The Secretary was also asked to search through our records to find the data and plans previously proposed.

New Business:

Discussions continued under the heading of new business on the topic of materials suitable for completing the fieldwork utilizing "rubber matting/conveyer belt material", "asphalt" and "concrete". Bill stated that concrete is much cheaper than the alternatives. Joe Kilbourn volunteered to investigate the availability and price of the rubber matting material.

Concrete pad for the BBQ.

Gary Croucher brought up the suggestion of a pad to make the BBQ environment nicer and easier to handle when we are catering for the events. There was some discussion on this. Gary mentioned that last years profit from the BBQ cooking was in the region of \$1500.

Field and road surface maintenance:-

Gary gave a detailed description of the road and field areas that are in need of "help" due to subsidence, compaction and stress that has created holes, dips and craters that collect water, etc.

Many areas need leveling, and filling-in with crushed granite and 3/4- (whatever that is). It was suggested that we may need up to fifty yards of material for the filling in.

At an upcoming meeting we will revisit this topic to decide what action to take. There is a list of things to do and first we must take care of the "handicapped" facility item.

Public relations:-

Calvin Emigh described his plans for the media coverage of our events and how best to achieve optimum publicity. Charter communications may provide no cost coverage of our Airshow on television. Calvin is also working on obtaining a financial grant or grants for the club, for runway extensions etc. Bill stated that it would be very nice if we could obtain \$40,000 to \$50,000. (We wouldn't necessarily spend that amount right away).

Calvin requested that a reminder be published in the newsletter about our model aircraft flying over the neighbor's house and/or property. He has personally been to the property three times and each time now and has witnessed planes flying over this airspace. Calvin is addressing this from a public

relations standpoint. Any complaints that are generated because of this is damaging to the club.

Many members of the club have been convinced for some time that there is an agreement or waiver document that is, or has, been signed by occupants of the neighboring house, that acknowledges their acceptance of the fact that we modelers are flying and making significant noise. (Or wording along these lines).

Calvin has visited the County Hall and working with the officials there spent several hours making an exhaustive search, including phone calls to other agencies to try to locate such a document. Nothing was found. In practice we must conclude that no such document exists. This makes it essential that we act as good neighbors to the occupants of the house, otherwise we could place our flying field at risk.

Calvin suggested that a protocol be established so that any accident or plane going in on the neighbor's property is immediately reported to the club President, so that any appropriate actions can be made.

VRCS (Vintage RC society):-

Bob Stamm gave his aforementioned proposal. He is endeavoring to set up a new chapter of the VRCS in the Pacific Northwest. (Oregon and Washington). This group is for people interested in vintage and classic RC models. Bob described the criterion that defines the various different categories of models and flying events. What is needed is a nucleus of people interested in this category of modeling to become founder members of the new chapter. There would be one flying event per year and there is a bi-monthly magazine. Look for an article on this in the next club newsletter.

Free membership:-

The Board can grant a free membership to a member who has rendered valuable services to the club. A proposal was made to renew free membership to Chris Chavez, for taking care of the field access gate and being the designated contact person for telephone calls from the gate from any persons seeking access to the field, and for generally taking care of the Agate field and Lake

It was noted that Chris is not an employee of the County, but simply an occupier of the house by the lake. A motion was proposed, seconded and approved (4 votes FOR to 3 votes AGAINST) to grant Chris the free annual membership.

Signage:-

Joe Kilbourne enquired whether official permission had been obtained for the club to erect the Rogue Eagles Club sign that he made. Bill asserted that the required authorization was definitely obtained from the County and that we are perfectly legal. Joe's reason for asking was that all sign makers are now required by law to provide drawings and information on where their signs are going to be erected.

The meeting was officially closed at 8:45 p.m.

The next general meeting is at 7.00 p.m. on Tuesday 10th February, at the usual venue.

Call For Contributions

Like most R/C organizations, our club publishes a newsletter to distribute useful information to the membership, including club news, upcoming events, and other information vital to the operation of our club. Our newsletter is more than that, however, it is also a platform for members to contribute their own material for the purpose of entertainment, education or information.

This material keeps the newsletter from being a dry, one way communication from the club (or editor) to the membership.

Your contributions, no matter what they may be, add value to the club and they are part of what makes our club interesting and worthwhile. Unfortunately, very few members contribute to our newsletter .

So, what are you waiting for? You have nothing to loose and everything to gain by contributing to this valuable tool we call the Rogue Eagle. I know we have many talented members out there and you each have the opportunity to share your interests, and/or knowledge with other members of our club. You may even find that others share the same interests as you!

Here's how to submit your articles:

- Articles should be one or two columns in length. (More is OK!).
- Submit via:
 - Email: rcaerobatics@hotmail.com
 - Mail to 431 Girard Drive, Medford 97504
- Low resolution 600x400 photos are OK.
- Deadline is the 20th of the month.
- Quote your sources if not your own material.

If you have any questions, please contact me at the email address quoted above.

Thanks,

Ben Musolf
Editor



To members of the Rogue Eagles R/C Club:

Subject: Charter membership in the NW Vintage R/C Society chapter.

I have been asked by Bob Noll, the president of the Vintage R/C Society (VR/CS), to form a chapter of the VR/CS in the Pacific Northwest. We envision this to include Oregon and Washington. Since I am a member of the Rogue Eagles, I would like to give all of you the opportunity to belong to this initial group.

The VR/CS is a Special Interest Group (SIG) of the AMA, which we all belong to. The purpose of the VR/CS is to preserve and continue to fly R/C aircraft of the past. To those of us who were getting our feet wet in the days of Walt Good, Maynard Hill, Hal deBolt, and Art Schroeder, to name but a few, this chapter announcement should ring a familiar bell. Back in the day when the transmitter had a lantern battery, vacuum tubes, and a single push button to control the plane, only the far sighted could have imagined how far we would advance in such a short time. But, this message is not just for the folks who flew with the old stuff. Anyone interested in this aspect of our hobby is welcome to join in.

VR/CS website and you get there at: www.vintagercsociety.org

There you can see lists of eligible models, member lists by state, events, etc. (There are not many members in Oregon and Washington.)

Briefly, eligible aircraft must be of R/C design, either kitted or plans, from the following time frame:

- Pioneer: Before 1 January 1955
- Classic: Before 1 January 1965
- Nostalgia: 35 years prior to the 1st of each calendar year (or 1 January 1974.)

Flying events have the following categories, each with separate, and sometimes differing requirements (the website has all the details): Open—Concours—Pattern—Scale

Initial and renewal membership is \$20.00 annually. To qualify as a charter member of this proposed chapter your name must be submitted in the chapter application. I would like to send this in before the 15th of February. We need a minimum of five new members. A VR/CS logo sticker is available for your eligible aircraft. We have to conduct an 'event' each year, and I'm hoping we can get something together for September or October this year. But first, we have to get this thing off the ground, so contact me at (541) 482-3171 or gparis@olympus.net, to get in on the ground floor.

Thanks for your time and interest

Bob Stamm
AMA 2170
VR/CS 733
RERCC



From the Transmitter, Mascoutah, Illinois

Cold Weather Operations

by Darwin Evelsizer

It's that time of year again when the temperatures drop to obscene levels and that very nasty four letter word, SNOW, may make its appearance.

A few modelers are insane enough to fly during cold weather. This can be fun if you follow a few simple rules or suggestions.

- Dress warmly. When the temperature is low, even the slightest breeze can make it feel a lot colder. Wear a coat with a nylon shell, a hat, warm waterproof shoes that will keep your feet dry, and light-weight gloves. A thin pair of gloves will help keep the hands warm without impairing your feel of the transmitter too much. One of the solid or liquid fuel pocket warmers helps a lot.
- It is somewhere between very difficult and impossible to get model fuel to vaporize inside a cold engine. The prime remains a liquid and just lies in the bottom of the crankcase. Use a few drops of lighter fluid for prime instead. This stuff will vaporize much more easily than fuel and will get the engine running for a few seconds while it warms up enough to run on regular fuel.
- Use an electric starter or chicken stick. If you are using bare fingers to flip the propeller and it kicks back, it hurts a whole lot more in cold weather. The electric starter will usually turn the engine over fast enough to vaporize even regular fuel.
- If you come out to the field without either lighter fluid or an electric starter, remove the glow plug and squirt several drops of fuel directly into the cylinder hole. This may very well flood the engine, but flipping it several times, (with a chicken stick, remember) will usually spit out enough fuel so that it can start.
- Cold air is much denser than warm air, so your summertime mixture setting will probably be too lean. You may need to turn the needle valve out 1/8 to 1/4 turn.
- Batteries will not store as much electricity when they are cold as when warm. If you have marginal batteries in warm weather, don't use them for cold weather flying. Get some new ones. Flying with marginal batteries in warm weather is stupid; it is absolute suicide in cold weather.
- If you use castor oil in your fuel, be prepared for a real gooeey mess to clean off the airplane after you are done flying. Synthetic fuel stays thin and cleans off much easier.
- Bring along a snow shovel to dig your car out of the snow.
- Speaking of snow, if there is more than just a dusting of this nasty stuff on the ground, you will have to trade in the wheels for either skis or floats. Wheels just don't cut it in several inches of snow.
- Floats work great on the snow, but you probably should give the rudder some added throw. Without a steerable wheel, turning on the ground is very slow, especially if there is much of a wind.
- Bring a thermos of hot chocolate or hot coffee to warm your belly.
- A hot glow plug battery is a necessity too. If it will just barely light a plug indoors, it is totally useless outside when it is cold.
- Some pilots use "bags" made out of quilted nylon to put their transmitters in, (and hands) to keep things warmer. They do provide a certain amount of additional comfort, but their weight also presses down on your thumbs on the sticks and creates some physical interference.

January's Name that Plane:

The C-123 Provider, designed originally as an assault glider aircraft for the United States Air Force by Chase Aircraft, was developed into a powered transport aircraft by the Fairchild Company, and went on to serve most notably with various armed forces in South East Asia. The aircraft itself would also be the testbed for a number of experimental versions designed at improving its Short Take-Off and Landing (STOL) capabilities, and was even developed into a bomber that was tested by the USAF.



Specifications:

- Crew—4
- Capacity 62 passengers
- Length— 76.25 feet
- Wingspan—110 feet
- Height—34 feet
- Empty Weight— 35,366 lbs
- Loaded Weight— 60,000 lbs
- Powerplant(s)
 - 2 P&W R2800 (2300 hp each)
 - 2 GE J-85 Turbojets

Performance:

- Max Speed— 228 mph (with jets)
- Range—1035 miles (combat)
- Service Ceiling—29,000 feet
- Rate of Climb—1150 fpm (without jets)

February's Name that Plane:



Rogue Eagles R/C Club

2009

OFFICERS AND BOARD MEMBERS



Elective

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

Vice Pres*—Gary Croucher.....664-1133

Secretary*—Alan Littlewood.....
Email: dhchipmunk@aol.com

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

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*— Calvin Emigh.....
Email: calvinemigh@charter.net

Webmaster — John James.....826-4119
Email: jake74@embarqmail.com

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

(* = Voting Board Members)

Next Club Meeting: February 10 , 2009

Our Thanks and Appreciation to the following businesses:

ALS CYCLE AND HOBBY
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 HOBBY HOUSE LLC
DENNIS ROGERS, Owner

Visit Our Website
mildtowildhh.com

Grants Pass RC Source
Hobby Supplies

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

LAKE AGATE 3rd ANNUAL FLOAT FLY

April 17th 18th and 19th
Sponsored by the ROGUE EAGLES R/C CLUB
Dry Camping On Site
Food and Drinks on site.

2009



Must be AMA Member
I-5 to North Medford exit (Crater Lake) to
Highway 140 turn right to Antelope road and
turn right. Follow signs to site.

CD: Floyd Grove 541-660-6581
Registration \$10.00. Any size A/C.
Early arrivals on the 16th only.

Rogue Eagles R/C Club
P.O. Box 8332
Medford, OR 97504

«First» «Last»

«Street/Apt»

«City», «State» «Zip»