

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

Rogue Eagle

www.rogue-eagles.org

June 2011

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Fred Sargent and his B-25 "Apache Princess"

WAR BIRDS!

Board Meeting - May 10, 2011

Opening:

The meeting was formally opened for business at 5:32 p.m. at the Central Point Senior Center by the President, Joe DeAscentis. There were fourteen members present.

Treasurer report.

At Joe's request, Werner gave an abbreviated report of the finances. The total operating funds are \$8663.00 and the Runway fund is \$3557.00.

Agate Float Fly report.

Bill Grove stated that considering the rain we had over the weekend, the event was outstanding.

Swap meet report.

The attendance was less than hoped for; nevertheless, it was deemed successful.

Byelaws proposal.

Alan Littlewood is proposing a new clause be added to the byelaws. There was a discussion and the final wording was agreed for presentation at the General Meeting.

Upcoming Warbirds event.

Gary Croucher stated that we will need to get some volunteers out to help with spraying of weeds.

Runway crack repairs.

Joe described the new tool that he has made for working on the cracks.

Starks food catering.

Debbie and Paul are incurring substantial expenses for travel now that fuel costs are high.

There was a discussion about reimbursing them for the fuel costs that they incur when catering for the club events. All present at the meeting agreed that these costs should be reimbursed.

Selmac Float Fly.

Bill Grove stated that the reservations for the Heron loop have been made and that the invoice for the cost has been received. The cost will be shared equally between the Rogue Eagles and the Rogue Valley Flyers. Out half amounts to \$130.00. Revenue received from the bookings will fully reimburse these costs, so the net amount will be zero.

Runway Restoration Committee.

Larry Cogdell briefly explained what the committee has done so far and what was basically to be said at the General Meeting that follows.

The meeting was adjourned at 6:20 p.m.

General Meeting Minutes - May 10, 2011

Opening:

The meeting was formally opened for business at 7.02 p.m. at the Central Point Senior Center by the President, Joe DeAscentis. There were forty-four members and two visitors present.

Meeting Minutes:

The minutes of the April 12th. General Meeting were read out by the Secretary. There were no comments or objections, so a motion was moved seconded and approved to accept the minutes as read.

Treasurers Report.

Werner stated that the Share account stands at \$25.77. The Checking Account is \$6,293.04 and the Money Maker account stands at \$2,344.19, making a grand total of \$8,663.00. The Checking account dropped this month because of the transfer of \$2,500 to the Runway fund.

The Runway fund now stands at \$3,557.00

OLD BUSINESS.

Runway cracks.

Joe described his latest tool for repairing the cracks to the runway.

Agate Float Fly.

We had 24 registered pilots at the Float Fly. Given that we had some rain, this was a very good turn out. Debbie Starks reported that the Gross income from the food sales was \$386.00. She also stated that the gross catering income from the IMAC contest was \$347.93.

From these events the net profit was \$177.00. She still has food-stuff that will be good for the next event.

IMAC contest.

Jeff Jarvis reported that the gross income was \$749.19. The costs were \$504.74, making a net profit of \$449.19.

(Secretary's note: The arithmetic does not compute, so we need to check the numbers again. Also, clarify if the numbers include Debbie's catering numbers.)

NEW BUSINESS.

Keno Fun Fly.

Rick Lindsey reminded the meeting about the Keno event on June 26th. They lay out the Red Carpet for R.E. pilots, so it would be very nice if we had a good turnout.

New Level 2 pilot.

Tom Everts gained his Level 2 pin and was rewarded with a round of applause.

War Birds.

The event comes up this weekend so some help would be appreciated in spraying the weeds at the airfield to make it more presentable.

New Byelaws proposal.

A new proposal has been brought forward as follows:

“If a Board Member is failing to perform their respective duties in any way, such as to cause concern among the membership, or board of officers, then a special meeting of the Board shall be called to discuss the problem(s).

Disciplinary action shall be determined by the Board. The maximum decision could be for the subject officer to be voted out of office, provided a unanimous vote is given by the remaining board officers for this action”

Lake Selmac Float Fly.

Art Kelly gave a short description of the plans that have been made to date to prepare for the float fly.

Show and Tell.

Bruce Tharpe brought out his “Reaction Jet” model product and gave a talk on “turbine engines” and what it like to fly them.

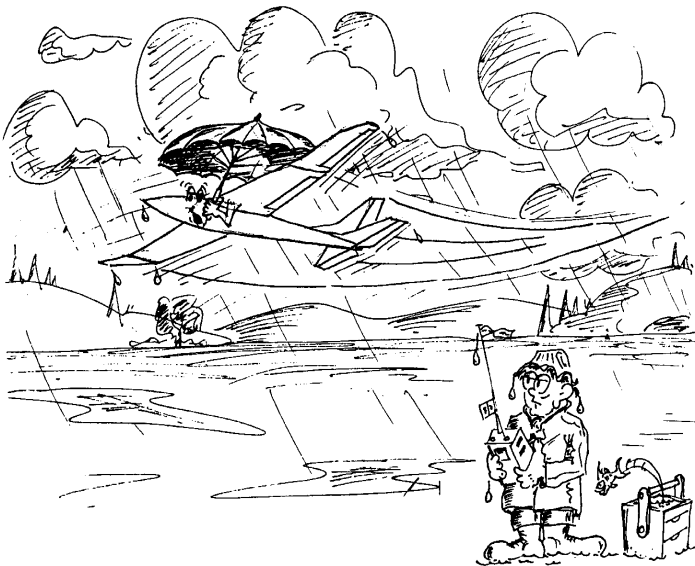
Runway Restoration.

Larry Cogdell spoke to the meeting and described plans so far. He brought out the “pledge” cards and handed them out, describing the objectives. There was a session where the meeting attendees were filling out the cards and contributing money towards the runway restoration.

We then moved on to the “auction” where numerous items that had been contributed by generous members were bid upon and sold, with the proceeds going to the Runway Fund.

This was a great start to the project.

The meeting adjourned at approx 8:40 p.m



Trick to using Robart pin hinges

I was installing Robart pin hinges on my T-34 Mentor. I can never get both sides perfect ... no matter how carefully I measure, so I came up with a neat trick to make them perfect.

On the stabilizer (in this case three hinges on each side) I mark out where I want the holes, then I clipped off ¼ inch of T-Pin tip and, using pliers, push the short pin into the stabilizer where I marked. I left about 1/8 inch or less sticking out (either end works, but I pushed the pointed end into the stabilizer).

Next I made sure the elevator was perfectly aligned with the stabilizer then pressed the two together. The pins left a mark on the elevator (or rudder) where to drill the holes. I guess you could use the same method with CA hinges.

—Dave Raczka, Brauer’s Aviators, Pendelton, New York.



President’s Message

Greetings,

Since I last communicated with you, we have had a number of events: Agate Float Fly, doin' some racing, IMAC and War birds. We have had some pretty stiff competition with the weather, but have had some good events nonetheless.

We encourage our members to participate in the areas of interest they enjoy. Also, go out when you can and help your fellow club members enjoy what they like to do.

We had a good turnout for our May 10th general meeting. Bruce Tharpe gave an enjoyable presentation on turbines and some of his wide range of modeling experiences. The last part of our meeting was a runway committee presentation which included food, drinks, and a well-orchestrated presentation about raising funds for our runway project.

The runway committee has worked hard and done a great job. The participation of the members was encouraging. Look at the website for updates on where we are on reaching our goal of \$35,000.00. Many people brought airplanes and related items to be auctioned off for the runway fund. Thanks to everyone who contributed.

Fly safe and have fun out there,

Joe

War Bird Event - Agate Field

Poor weather dampened an otherwise terrific War Bird Event this year. There were 19 pilots entered with the following awards presented:

WW1

- 1 Cliff Sands
- 2 Bruce Harlow
- 3 Marten Sherman

WW2

- 1 Richard Schwegerl
- 2 Richard Schwegerl
- 3 Larry Myers

All Others

- 1 Richard Schwegerl
- 2 Gus Phillips
- 3 Larry Cogdell

Best Of Show

Cliff Sands



FAA Re-Authorization Act

After a two week spring break, Congress reconvenes this week and will take up the work of completing the FAA Re-Authorization Act. Both the Senate Bill (S. 223) and the House Bill (H.R. 658) have passed their respective houses and have been sent to Conference Committee for reconciliation. The Senate has officially called for a conference on the legislation and has named its conferees. The House is expected to respond to the request this week. The AMA remains hopeful that the model aviation exemption provided in the Senate version of the bill will be accepted and moved into the final bill.

The AMA Standards Workgroup will hold a special face-to-face meeting with representatives from FAA's Unmanned Aircraft Program Office next week during the Joe Nall Fly-In in Woodruff SC. The workgroup will meet for two days and will continue its work on developing a set of model aviation standards to be used as an alternative means of complying with the proposed sUAS regulation. The workgroup will attend AMA membership meeting to be held Thursday evening, May 12, at the Triple Tree Aerodrome, and as part of the meeting, the FAA representatives will provide an update on the sUAS rulemaking process and the model aviation standards development. If you plan to attend Joe Nall or if you're in the area, please come and join us.

-Rich Hanson, AMA Government Relations and Regulatory Affairs Representative

Propeller Tracking

We all know it is imperative to balance a propeller before installing it on your airplane. It is also important to check propeller tracking whenever installing a new propeller. A propeller that is not tracking properly will cause vibration similar to that of an out-of-balance propeller.

Propellers can be out of alignment by manufacture, or from over tightening—especially with wood propellers. The problem is exacerbated in large propellers with multiple holes. Each bolt should be tightened the same amount to prevent a tracking problem.

Once your propeller is installed, it is quite simple to check the tracking by setting up an indicator, such as a square next to the propeller blade. Tie down the airplane if necessary to prevent it moving as you turn the propeller through a couple of revolutions. Each side of the propeller should show the same gap as you turn (see the picture). If your propeller is not tracking correctly, you can try sanding the hub a little on the high side and then retesting. With wooden propellers, sometimes just loosening the propeller, moving it a quarter turn, and retightening can solve the problem.

With large wooden propellers, you may want to retest the tracking when taking the airplane out of storage for the winter. Humidity and temperature changes sometimes cause warps.

If you cannot correct the tracking problem, it is better to set it aside than risk suffering some vibration related catastrophe.

Do not miss June 14 General Meeting!



You won't want to miss the club meeting June 14th because of the "Raffle of the Century!" which will include (among other things) one fantastic FLYING offer donated by Rod Graham.

It is a one hour flight from Medford Airport in a genuine Fairchild PT-19 War bird over the Rogue Valley. This will include "Stick Time" and professional help to manage your grin!

The second will be raffled next month and is a one hour flight lesson out of Grants Pass by instructor Donna Bottles in a Cessna 150!! Again, professional help for the grin thing will be offered.

Thanks to Rod Graham for funding these two wonderful auction items.

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- Failsafe

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Rogue Eagles 2011 Event Calendar

Month	Date	Activity	Location	Contact
MARCH	12	Swap Meet	Yamhill Cty Fairgrounds McMinnville, OR	Larry Miller 503 472 4987
	26	Club Pylon Race	Agate Field	Ben Musolf 541 608 7240
	26	Swap Meet	Grants Pass County Fairgrounds	Art Kelly 541 472 9683
APRIL	15-16-17	Float Fly 2.4 GHZ ONLY	Agate Lake	Larry Myers 541 770 3390
	23	Pylon Race	Agate Field	Ben Musolf 541 608 7240
	30—May 1	IMAC Contest	Agate Field	Jeff Jarvis 541 773 5807
MAY	7	Swap Meet	Agate Field	Joe DeAscentis 541 890 2765
	14-15	War Birds	Agate Field	John Gaines 541 951 1947
	21	Pylon Race	Agate Field	Ben Musolf 541 608 7240
	25-30	IMAA	Castle Air Base	Mike Brown 503 549 3005
	28	Fun Fly-Pot Luck Lunch Keno Flitemasters Inv.	Agate Field	Rick Lindsey 541 776 5832
JUNE	3-4-5	Fun Fly	Klamath Glen	Sam Ellis 707 954 8284
	4	NSRCA F3A Primer FIELD REMAINS OPEN	Agate Field	Rex Leshar 541 554 2569
	10-11-12	NSRCA F3A Contest	Agate Field	Same as above
	18-19	Extreme Free Style Fun Fly	Agate Field	Jeff Jarvis 541 773 5807
	17-18-19	Float Fly	Plat I	Dave Olsen
	26	BBQ Fun Fly—Keno Rogue Eagles Invited	Keno, OR	Edward Huddleston
JULY	9-10	Float Fly	Lake Selmac	Art Kelly 541 472 9683
	9-10	War Birds over the Pacific	Cottage Grove, OR	Gus Phillips 541 643 9430
	15-16-17	IMAA Fun Fly	Agate Field	Cliff Sands 541 941 0503
	23	Pylon Race	Agate Field	Ben Musolf 541 608 7240
AUGUST	5-6-7	IMAA Fun Fly	Elkton	Bruce Harlow
	13-14	Rogue Valley Flyers Air Show	Grants Pass	Art Kelly 541 472 9683
	12-13-14	Dawn Patrol	Henry Estate Winery Umpqua, OR	Bruce Harlow 541 863 1920
	19-20-21	Fun Fly	Klamath Glen	Sam Ellis 707 954 8284
	20-21	Rogue Eagles Air Show	Agate Field	John Parks 541 776 0733 Larry Myers Before 7:30pm 541 770 3390
	27	Pylon Race	Agate Field	Ben Musolf 541 608 7240
SEPTEMBER	3-4	VRCS Vintage Fly In	Agate Field	Richard Schwegerl 541 773 5479
	10	Fun Fly Pot Luck	Agate Field	Rick Lindsey 541 776 5832
	24	Pylon Race	Agate Field	Ben Musolf 541 608 7240



SUKHOI SU-31

Physically similar to the SU-26, the SU-31 is completely different from the cockpit aft being a composite structure rather than steel tubing. This made the Su-31 30 kgs lighter, quite an achievement for this type of aircraft.

The 31 is a bit more unstable than the 26 but makes the airplane a better free-style airplane and snaps better than the 26. A side opening canopy can be opened while the engine is idling, providing maximum ventilation on hot days waiting for takeoff.

The 31 retains the use of either the 360hp M14P or the 400hp M14PF engine like all other models. The 400hp version is the most popular.

There is sufficient room for luggage when traveling to airshows and additional fuel tanks can be fitted in the wings or in a belly tank for extended range.

General characteristics

Crew: 1
 Length: 6.83 m (22.41 ft)
 Wingspan: 7.80 m (25.59 ft)
 Height: 2.76 m (9.06 ft)
 Wing area: 11.83 m² (127.34 sq ft)
 Empty weight: 700 kg (1,543 lb)
 Max takeoff weight: 1,050 kg (2,315 lb)
 Powerplant: Vedeneyev M-14PF, 294 kW (400 hp)

Performance

Never exceed speed: 450 km/h (243 knots, 280 mph)
 Maximum speed: 331 km/h (178 knots, 205 mph)
 Stall speed: 106 km/h (57 knots, 66 mph)
 Range: 1,100 km (594 nmi, 684 mi)
 Rate of climb: 24 m/s (4,724 ft/min)
 Load factor: -10g to 12g

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**NOTICE:
Club Meeting Schedule**



The General Meeting and Board Meeting are now held on the **SECOND TUESDAY** of the month.

Board Meeting: 5:30 pm

General Meeting: 7:00 pm

Meetings are still held at the Central Point Senior Citizens Center, 123 North Second Street.

See You There!

**Rogue Eagles R/C Club
P.O. Box 8332
Medford, OR 97501**

«First» «Last»
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