

January 2018

# ROGUE EAGLE

Official Newsletter of the Rogue Eagles R/C Club - Medford, OR - AMA 534



*Modeler of the Year Scott Hudson does a smooth fly-by with his magnificent DeHavilland Beaver.*

## Monthly Meanderings by Bruce Tharpe, Club President



### 2018 - It Begins...

Surely you've heard this plenty of times already, so let me be the *last* to wish you a Happy New Year. The weather has been pretty mild for a couple of weeks now, with a few sunny days that have made me at least *think* about going flying. No doubt the die-hards have been taking advantage of it. Proud of you!

### New Year's Eve Midnight Fly-In

Yeah, it happened! Jess Walls reports: *"Flying was good. Only four guys showed up, three flew. Still, three flights better than last year! 300% improvement in participation. Calm, clear, cold, full moon, what more could you want? Larry Cogdell had the first drone flight of the year at 12:05 AM after battery issues. Lorin Smith had the last airplane flight of last year ending at 11:59 PM (flying my Night Vapor). Jess Walls had the first airplane flight of the new year 12:00 AM, and the last crash of the old year 11:55 PM (night flying a 3-D plane with lights can be slightly disorienting). Ace Harris was present to witness the activity (having left the hospital to be there). Lorin's wife, Donna, and my wife, Pat, were supremely supportive by coming out there with their slightly crazy husbands. We all shared a drink of sparkling apple juice and toasted the new year!"*

### New Year's Day Chil Dog Fly-In/Potluck

Just a few hours later, we enjoyed a really nice, but foggy, day of flying and feasting. The bonfire is always a big hit. It wasn't nearly as cold as last year, but it was still nice to gather around the pit and swap lies. Jack Shaffer's article later in the newsletter sums up the event nicely, but I would like to add that the potluck was exceptionally good this year with lots of hot dishes including chili dogs (of course), Calvin Emigh's famous sausages and meatballs, and some cheesy hash browns from Pat Dunlap (hope you're feeling better Pat). Thank you to all who contributed and to Larry Myers for organizing the whole shebang.



### The Table Shuffle

When I stepped up to be club pres last year, I really only had one pet project in mind - dedicated model assembly tables for under the shade structure. Happy to say they are now a reality. Endless thanks to Jay Strickland who not only welded the frames together, but donated the steel as well. But wait, there's more! He also donated some high-quality paint to finish the project when things get a bit warmer. The tarps are temporary; go ahead and



use the tables if you like. There is a new assembly table at each end of the shade area (one picnic table was removed to make room). Common courtesy dictates that you assemble your plane then move it out to the pits or onto one of the picnic tables to make room for others. Hope you guys like 'em.

### Turf Update

Our other project for the upcoming year is the installation of the field turf that we acquired. Again, if you've been to the field lately, you have probably seen the 50+ rolls of turf alongside the storage containers. Getting it there was no small feat. The turf company donated all the turf and even arranged a semi truck to deliver it to our field, all at no charge. We did have to rent a large forklift (each roll weighs more than a ton) to lift the rolls off the flatbed and place them in storage. I got to drive a forklift - super fun! Jess Walls actually has some experience so he did most of the forklift work.



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### Shoutout to Bullet Rentals

Once again Bullet took good care of us with a super price on the machine rental, all arranged at the last second. I've said it before, but it's worth repeating: Please give Bullet your business if and when you need some rental equipment at home or at work. And let them know the Rogue Eagles appreciate their support. We will be working with them again later this year.

## FOR SALE

From the estate of Rick Nunes.  
All planes are complete with good servos.



For details, please click on the photos or contact  
Rick Lindsey [ricklindsey1946@gmail.com](mailto:ricklindsey1946@gmail.com)  
541-776-5832



## Tim Checks in from the AMA Expo

Lucky dogs Tim and Rich Agee went to the Expo in Ontario, CA. Rumor has it they took backroads all the way in Tim's Jeep. Took four days :-)  
Big news - the show is moving to the Pomona Fairgrounds next year. Pic at right is NASA's new turboprop powered half-scale Super Cub.



## Need Simulator Advice? Call Ace!

New member Ace Harris has been receiving a lot of good modeling advice from various club members and now he wants to pay it back.

*Ace writes: "A couple of people have complained to me about their flight simulator software and how it runs (or not) on their computers. I would like to offer my services to club member that would like assistance with that at no cost ( unless parts are required). I was in the computer industry for 40 years, the last five of which was with intel doing support on their products."*

Contact Ace at [arharris56@gmail.com](mailto:arharris56@gmail.com) or 541-499-3779.

*Bruce*

## A Reply to Last Month's "Chinese Fruit" Article

by Larry Masten

Excellent article in the last news letter! Answered a lot of questions.

I have used quite a few Orange receivers and had very good luck with them. A few were so bottom line that they didn't even have a hard case.

The only problems were just simple installation violations that would happen with any receiver. I did hit that problem with a couple name brand receivers. Two of those were with Bind-N-Fly planes from Horizon Hobby. Both were my fault! I just threw them together, without engaging the brain.

The first was a Radian XL 2.6. The receiver was an AS3X with the two antennas. One antenna was located correctly. The second antenna was just laid in the bottom pointed to the rear and not secured. The problem here was it laid next to a metal pushrod, just begging to get shorted. The first run of that model had a couple issues, the biggest one being a lack of glue on the main spar. It was a simple fix when they discovered a few failures.

My guess, it was a combination of the antenna and the weak glue in the wing. In both cases of crashes I heard about, the glider was performing perfect, then loss of control, over stress on the wing, wing broke in the center, and crash. I can only guess the antenna shorted on the push rod, and started the disaster. I got lucky and corrected both before the disaster.

Very nice airplane, and a joy to fly.

The second was the Optera flying wing. Again great flyer, but a minor flaw.

The first couple flights were wonderful. My number one fear was prop strike of the fingers on launch. I had done that a

couple years ago with a big flying wing, and spent a couple months healing after a wonderful doctor saved the finger. Not trusting the directions, I purchased a very heavy glove and tried it. No problem - that was behind me. Launches were unbelievably easy and smooth.

A few days later, time to have fun. I checked everything, but did not do a walk around ground check. That would have saved the day. Launch was perfect, straight away from me. It did a gentle climb to about 75 feet and I had no control. Apparently the AS3X kicked in and was flying the plane.

No idea, either failsafe or I managed to kill the motor. It continued straight away from me, across the paved road, and half way into the pasture on the other side. The cows watched it land genially in the mud and meadow muffins.

This one didn't take long to find the problem. The battery was located behind the receiver. Both of the antennas were mounted directly in front of the battery pack. The battery was doing a great job of blocking signal.

Simple fix. Nice long antenna wires. Just poked a hole in the fuse out by one of the wing joints and moved an antenna to the side.

Antenna - Antenna - Antenna.

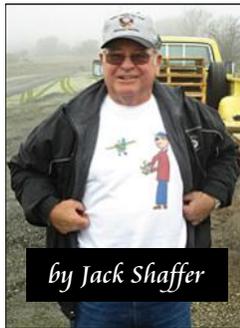
Lucky again. Just a bit of mud and a few brown stains. Keep a close eye on that Bull. He seems to be a bit possessive of the girls and pasture.

Back to the Orange receivers. I have illusions of telemetry and have been keeping an eye on the Orange telemetry receivers. Yep, they list them, but nowhere can I find any of the stuff that makes them telemetry.

I think I will stick with name brand for that stuff. ❖

# Time to Confess, Miles of Smiles, and Great Food

I will start with my confession, the true story of why my DHC-2 Beaver crashed. You all know I'm a builder and not so much a flyer. On this occasion, I asked Bruce Tharpe to fly my DHC-2 Beaver for me. Within a short period of time, Bruce had it in the air and flying low and close in. Remember, it was pea soup fog. Bruce then asked me if I wanted to fly it. You bet I did, so he handed me the transmitter. Within moments it was up, up, and away out of sight. Remember that fog? Now, you would have thought I might have panicked. No sir, not me. I just handed the transmitter back to Bruce. When he asked me where the plane was, I pointed up and said "up there". There was no doubt what the outcome of this flight would be, but miracle of miracles, Jay Strickland saw a flash of white out by the road and the pictures tell the rest of the story. My hope is that this will get me the Broken Prop Award at the Christmas party at the end of the year.



by Jack Shaffer

*Ye Olde Editor's Note: I think Jack may have a misunderstanding about the Broken Prop Award. It's not something you campaign for! I did jokingly mention that he was the front runner for 2018, but at that point there were 364-1/2 days remaining in the year...*



There were miles of smiles at the New Year's Day Chili Dog Fly-In and Potluck. Just look at the smiles on those Eagle faces.



**Above:** From the road, we could see the plane, but then Agate Skyways was lost in the fog. **Below:** Never fear, we found it!



Martin Sherman, with a pleased look on his face, giving us an update on his WBC project.

*Continues...*



## Time to Confess, Miles of Smiles, and Great Food

Gary Neal with a big smile while enjoying some lively conversation.



Scott Hudson is always Mr. Smiley. I think Scott really broke a smile when he took Third Place Sportsman at the Pacific Coast IMAC Challenge at Molalla Oregon July 2016. Some people are born with a smile. Just another smiley memory, check out the August 2016 Newsletter.



John Buford will put a smile on anyone's face anytime. I know from the many times I had the pleasure of talking with John, that I would have a happy smiley day. You can bet there is a smile on his face even with that foggy gloom out there.



**And the food!** Jay Strickland loading his plate with samples of all the goodies the club members provided.



I cannot say enough about Larry Myers who brings off this Chili Dog Event every year. If this gathering is a sign of things to come, the Rogue Eagles will have a bang up year. Thanks Larry.



It was a lot of fun, hanging around the bonfire, getting updates on what club members are up to and how their WBC projects are coming along. Wow, what can you add to the fantastic video Larry Cogdell made. Check it out at our club website.

We get a lot of contact from people outside of the Rogue Eagles, District XI members, folks who have visited for the air show and vacationers. I want to give a shout out to Sharon Diaz. She is a regular on our facebook page and I hope to meet her at our WBC get together.

As for myself in 2018, I plan to complete my WBC project, attend all the Rogue Eagle events, get in more stick time, and don't plan to fly in any fog. Don't be surprised if I give you a shout out to con you into a story for the newsletter. Remember, these always start out with a breakfast at Elmer's.

I wish all of you a super 2018.

*Jack Shaffer*

# ROGUE EAGLES WINTER BUILD CHALLENGE

~ List of Declared Projects ~ (projects in blue are new since last month)

Builder	Project	Starting Point	Comments
Larry Myers	Denight Special	Sterling Kit	Early pylon racer design designed by Joe Martin. Model is vintage RC and scale.
Rick Lindsey	Waco YMF-3	Pica Kit	Big, complicated kit, but Rick's a fast builder. Also vintage RC and scale.
Jess Walls	Esquire	Short Kit + Plans	Jess says he will build his Esquire for rudder only, just like they did in the 1950s.
Mat Cerul	Venture 60	BTE Kit	Mat's not a club member, but that's okay as long as he's here for the maiden flight.
Phi Baehne	Boeing XL-15	3-View + Photos	Odd scale project will be tough starting from scratch. That's the way Phil likes it.
Bruce Tharpe	Pou Du Ceil	RCM Plans	Better known as the "Flying Flea," model is 1/4-scale, will fly with OS .26 Surpass.
Ace Harris	Cherokee	Herr Kit	Not an experienced builder, but enthusiastic. Model is nearly half built already.
John Gaines	Aristo Cat	Outerzone Plans	Vintage design for Class II pattern - rudder, elevator, and throttle, no ailerons.
Ken Brandt	Diamond Demon	Ben Buckle Kit	Designed originally for free flight in 1939. Ben Buckle kits made in England.
Bob Stamm	PA-15 Vagabond	Stevens Aero Kit	Lightweight model designed for indoor flying. Pray for calm conditions to test fly.
Scott Hudson	Demoiselle	Sig Kit	Scale model of early French airplane; lots of character. Another lightweight model.
Steve Bull	R/C Nobler	Top-Flight Kit	RC version of the famous control-line stunt ship. Vintage kit found on eBay.
Rod Elledge	Venture 60	BTE Kit	Rod's second V60. Building fast - wood structure is nearly ready to cover.
Jack Shaffer	Kadet Mk II	Sig Kit	Jack unveiled his project with much fanfare on facebook. Classic RC trainer.
Ron McElliot	Fledgling	Sterling Kit	Intermediate, shoulder-wing sport plane. He plans to use a K&B no. 8011 .40 R/C.
Alan Littlewood	Ultimate Kaos	Direct Conn. Kit	Sleeker version of the classic Kaos. Alan says Joe Bridi's name is on the plans.
Mort Sullivan	Four-Star 120	Sig Kit	Mort's famous for personalizing his kit builds. Will use an RCGF 21cc twin cylinder.
Ben Musolf	Small Wonder	Short Kit + Plans	Rudder, elevator, parasol-wing cutie from RCM. Short kit from Balsa Workbench.
Joe Geiger	Pietenpol	House of Balsa Kit	Joe says kit was missing lots of parts, will be mostly plans-built. Saito .30 power.
Gary Croucher	Super Scorpion	Ben Buckle Kit	Beautiful British old-timer, will use a 4-stroke .40. Gary is a master craftsman.
Martin Sherman	Sun-Fli 4-20	Joe Bridi Kit	Sun-Fli series pre-dated the Kaos, looks similar. Should take Martin about a week.
Rich Pekarek	Kwik-Fli	Plans	Famous Phil Kraft pattern design. Rich's model was 49% built at start of WBC.
Doug McKee	Stearman	Midwest Kit	He started this kit 24 years ago! Still less than half built, wants to finish for WBC.
Paul Starks	Trainer	Bud Nosen Kit	Another previously-started project. Nice, big trainer, 102" Wingspan.
Larry Miller	Falcon 56	Carl Goldberg Kit	A true modeling classic. Larry says he learned to fly with one forty years ago.

*Still lots of time to enter - the maiden flight party will be some time in April*

*You can see updates on all of these projects on the [Rogue Eagle's Facebook Group](#)*

*Read the rules on the Facebook Group or on [regaleagles.org](http://regaleagles.org)*

*Questions, suggestions, comments, or ideas? Contact Bruce Tharpe [bruce@btemodels.com](mailto:bruce@btemodels.com) 541-582-1708*



**LEFT:** Rick Lindsey's big Waco project in the bones. Will be covered with Sig Koverall and dope. As for Pica kits, Rick's official opinion is "UGH!"



**RIGHT:** Paul Stark's Bud Nosen Trainer is done except for a "power test." Modified for electric power. Interesting colors!

# 2017 IN REVIEW

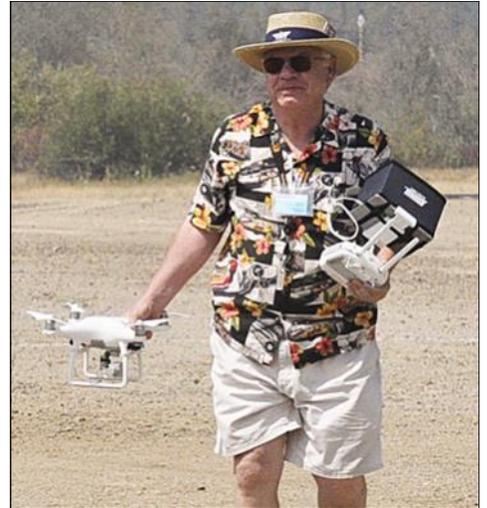
Go to any of our events and you will see people with cameras, and they are taking lots of pics. Unfortunately, many of them don't all make it into the newsletter or onto the website. So here's a random collection of those never-before-seen photos. What a year we had! Photo credits at end...



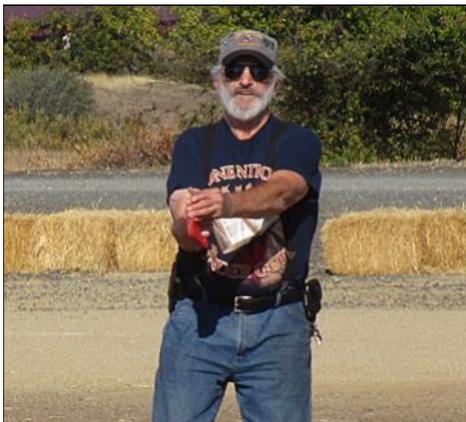
# 2017 IN REVIEW



# 2017 IN REVIEW



# 2017 IN REVIEW



## YOUR INTREPID PHOTOGRAPHERS:

PAT DUNLAP ♦ RICK LINDSEY  
LARRY COGDELL ♦ BRUCE THARPE  
TONY MERCK ♦ JACK SHAFFER



**Ye Olde Editor's Comment:** This may be my favorite aviation ground photo of all time. NASA research aircraft circa 1953. From bottom left, clockwise - Bell X-1A, Douglas D-558-I, Convair XF-92, Bell X-5, Douglas D-558-II, and Northrop X-4. Center - Douglas X-3. Edwards Air Force Base.



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### Newsletter Editor

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### Public Relations

[Larry Cogdell](#) 541-840-1514

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Welcome to the  
Rogue Eagles!

## Club Info Page

For information about the club, how to join, past newsletters, photos, and much more, please visit the Rogue Eagles website.

[www.rogue-eagles.org](http://www.rogue-eagles.org)

## Meeting Information

The next two General Membership Meetings are scheduled for

Tuesday 7pm, January 9, 2018

Tuesday 7pm, February 13, 2018

We meet at the Central Point Senior Center, 123 N 2nd Street in Central Point.

[Click here for directions](#)

## New Members Since Aug 2016

Justin Bauman of Ashland  
Carter Binding of Prospect  
Russell Binding of Prospect  
Tyler Brackin of Medford  
Chuck Brandt of Shady Cove  
Scott Burns of Rogue River  
Sebastian Caltabiano of Merlin  
Roger Compton of Yuba City  
Doug Corcoran of Oregon City  
George Freeman of Medford  
Joe Geiger of Medford  
Ace Harris of Medford  
Leif Johnson of Central Point  
Patrick Joyce of Jacksonville  
Clayton Marmon of Medford  
Gerald Marmon of Medford  
Ronald Martin of Wolf Creek  
David Nardo of Central Point  
Brenda Salem of Medford  
Raoul Salem of Medford  
Jayden Schreiber of Talent  
Lorin Smith of Medford  
David Wallace of Murphy  
Stanley Willems of Medford

## Club Merchandise

These items are usually available at the meetings.

For more info, call Phil Baehne at 541-727-7059



Order New-Style (Top)  
[John Gaines](#) 541-951-1947

Order Old-Style (Bottom)  
online [nicebadge.com](http://nicebadge.com)

# ROGUE EAGLES RC CLUB

## MEMBERSHIP RENEWAL FORM FOR 2018



Existing members are requested to fill out this form completely and submit it along with their dues when renewing their membership for 2018. Do not use for new memberships.

Name (as shown on AMA card)

AMA Number

Date of Birth (mm/dd/yyyy)

Address

City

State

Zip Code

Primary Phone Number (with area code)

Primary Email Address

The club has a Flight Level Achievement Program designed to encourage members to improve their flying proficiency by advancing through multiple skill levels. The actual requirements for each level are spelled out in the membership manual, which you should have in hardcopy but can also be found on our website. The program has been in place for decades, but no records were kept in the past. We are finally keeping records now, but the only data we have is for members who tested in the last year or so.

To help bring our records up-to-date, please chose one of the following that best applies to you...

- I passed a flight test within the last five years for Level \_\_\_ (1,2,3,or 4) My flight test was performed in \_\_\_\_\_ (year).
- I passed a flight test over five years ago for Level \_\_\_ (1,2,3,or 4) The approximate year for my flight test was \_\_\_\_\_ .
- I estimate my flight skills to be Level \_\_\_ (1,2,3,or 4), but I have not actually performed an official flight test.
- I have not taken a flight level test, but I intend to try it in the future.
- I do not know my flight level and do not care to be tested.

If you have passed an official flight test (two witnesses), please answer the following...

- Yes, I did receive a pin     No, I did not receive a pin     I don't recall if I received a pin or not

Also in the interest of record keeping, please answer the following...

I first joined the Rogue Eagles in \_\_\_\_\_ (year) If you are not sure, give it your best guess.

**MEMBERSHIP FEES** Please select one of the following...

- Open Membership . . . . . \$50 This applies to most individual members, age 19 and up
- Family Membership . . . . . \$60 To be paid by one household member
  - Family Member (spouse, child) living in same household as \_\_\_\_\_  
Member Name
- Junior Membership . . . . . \$1 Age 18 or younger
- Associate Membership . . . \$20 For non-flying supporters of the club
- Rogue Eagle Life Member

Please mail this renewal form and dues payment to:

**Rogue Eagles RC Club**  
**PO Box 8332**  
**Medford, OR 97504**

Or bring the form, payment, and current AMA card to any general membership meeting.