

APRIL 2016

ROGUE EAGLE

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

Martin Sherman says he built this 1/4-scale Fokker Triplane from a Balsa USA kit eighteen years ago, and it's been crashed and repaired four times! It weighs about sixteen pounds; covering is Sig Koverall dope. Power is a Laser 200, a twin cylinder, V-configuration, four-stroke engine.

Photo by Rick Lindsey





The Flight Plan *By Club Prez, Calvin Emigh . . . Throttle Up!*

...and for the good news

It's time to fly! With the days getting warmer even the fair weather fliers like my self have no excuse not to hit the field. Last month, I briefly mentioned checking your flight batteries and replacement if you have any doubt. It's cheap insurance and could mean the difference between a great day at the field or the alternative. It's not worth the risk in my book. Check those batteries out and if you need any help, reach out and ask - we're here to help!

I'm pleased to announce the Rogue Eagle New Member Manual has been updated and is ready to print for our new members! This initiative is two fold:

- ◆ Provide new members a hard copy of our club history, rules, events and bi-laws for ease of access. Just important, a printed manual represents club inclusion, acceptance while complementing the New Member Orientation document.
- ◆ Opportunity for the board to update document language including operations, events, rules, format etc.

To tell you the truth, I don't know when the last time this document was updated. Perhaps 6-8 years ago? Regardless, a lot has changed since then. Changes within the membership document (events, rules, fly zones etc.) represent changes in technology, field expansion, fly zones, club rules including detailed explanations etc. In a nut shell, our Rogue Eagle New Member Manual was given an overdue update. I want to thank each of you for your feedback on this important initiative. I also want to thank the board for their dedication including several hours of time to ensure a quality, current document for our members. Thanks everyone!

More good news...

Thank you, Oldland Transportation (Larry Myers) for your donation of one HUGE storage unit! Where do we place it? Actually, it will go right behind our existing connex, and fit perfectly - I hope. Jackson County has given us the "green light" for the additional storage unit which will be used to secure more valuable club property such as lawn mowers, airshow paraphernalia etc. Again, thank you Larry for your club dedication!

continues...

Welcome to the Rogue Eagles!

We have one returning member this month...

Mike Freeburg from Grants Pass

Words of Wisdom:
Time flies like an arrow.
Fruit flies like a banana.



Speaking of Jackson County, we received “thumbs up” from the Bureau of Reclamation and Jackson County for both the 30’ x 30’ Heli Pad and 140’ Control Line Circle - **Congratulations!** I’ll be working with the Field Committee for construction expertise, input, details, and time lines for completion.

A BIG “Thank You” goes out to John Gaines, Tom Everts and all club members who assisted with weed control last month! Spring time weed control is both scientific and “tricky” with a balance between soil hydrology, sunlight, temperature, dry spell vs. pending rain, etc. The decision to spray late last month was based on experience. Unfortunately, club members were not communicated with in a timely fashion and I take responsibility. The board will always attempt to give club members advance notice for any field activity but sometimes, Mother Nature trumps our intentions. Good news - the weeds are dead!

First Aid Update: Thanks go out to Doug McKee and Joe Jones for helping the club obtain our necessary first aid material! You guys have made a difference already. As an FYI, the first aid box is now **locked** for security reasons. If you need to access the first aid box, use the front gate combination code to unlock.

I’m happy to announce a partnership between the Rogue Eagles and the [Southern Oregon Rocketry](#) club (SOR)! Much like the Boy Scouts of America, the Southern Oregon Rocketry club will benefit our club including youth membership.



Lastly, I want to thank Joe Hassler for his donation of ten gallons of paint to protect our new wire spools (tables) provided by Jay Strickland. Thank you Joe!

...and for the bad news?

There isn’t any! :)

Calvin 



Club Rules... Re-written and Explained

Ye Olde Editor’s Note: As part of the Membership Manual update, the board spent considerable time on trying to simplify and improve the wording of the club rules. No rules were added or taken away, but some of the old ones were broken up into separate rules, and they were re-ordered to group similar rules together. The revised rules will replace all of the different sets of rules that can be found in the old manual, on the website, and posted at the field.

For the manual, we also adopted explanations to help clarify the reasoning for each rule. So much effort was put into this project that I thought it would be appropriate to share the “Club Rules with Explanations” in the newsletter - you will see them later on in this issue. Whether you are new to the club or a long- time member, it’s a good idea to review and understand our rules.

GRANTS PASS SWAP MEET 2016



Kudos to the Rogue Valley Flyers for putting together an extra good swap meet this year. All the tables were sold and there were tons of great deals, as usual. Lots of Rogue Eagle were there - selling, buying, eating, and swapping lies. Good times!



OREGON EVENTS

There are a lot of interesting events coming up in Oregon this year. Sure, they involve some travel, but the road trip is part of the fun. And modelers are modelers, wherever you go...

VINTAGE R/C FLY-IN McMinnville

Saturday, May 14 at the [Bob Harris Field](#) on Masonville Road

This is a brand new event. The CD is Cecil Mead who came to our VRCS event last September. He enjoyed it so much, he decided to try one at his home field. Cecil tells me it's going to be run just like the Medford event, including the free entry fee. Pretty sure Ye Olde Editor will be attending this one!

For more info, contact [Cecil Mead](#) 505-864-3731

SWAP & SHOP Cresswell

Sunday May 15, 9am - 3pm, Cresswell Community Center

Tables are \$20, setup 8am-9am. General Admission is \$3 at the door. For more info, contact [Bill Hastings](#) 541-895-2495 or visit the [Cresswell RC Flyers website](#).

NW CONTROL-LINE REGIONALS Roseburg

May 27-28-29, Roseburg Regional Airport

With 41 events, the Northwest Regionals provides the largest selection of CL competition events and awards available in a single contest in North America. Considering that Agate Skyways will soon have its own control line circle, you might want to head up that direction and see some state-of-the-art control line models in action. There will be events in Combat, Carrier, Racing, Scale, and Speed. You may remember this event was held in Roseburg for many years before moving to Eugene in 2002. It returned to Roseburg last year and is still going strong.

For more info, contact CD [Mike Hazel](#) 503-871-1057 or visit the very informative website at [flyinglines.org](#).

Cape Blanco Slopefest Cape Blanco

August 9th to 16th, Cape Blanco State Park

This is a 7-day event starting on Tuesday, August 9th. Cost is \$10 which includes a dinner on Saturday, the 13th.

For more info, contact [Todd Davis](#) 206-715-0719 or visit the website for the [Southern Oregon Slopiens](#).

WARBIRDS OVER THE PACIFIC Cottage Grove

Sorry warbird fans, this event has been CANCELLED.

Travel Tip

A journey of a thousand miles begins with a cash advance.



CLUB RULES - With Detailed Explanations

In addition to the AMA Safety Code, these rules have been adopted by the Rogue Eagles R/C Club for use at this facility.

1. All pilots must be current members of the Academy of Model Aeronautics.

You do not have to be a member of the Rogue Eagles RC Club to fly at Agate Skyways, but everybody who flies there must be a current member of the AMA. This rule is actually a requirement specified in our lease with Jackson County.

2. All pilots must visibly display a current AMA membership card, on their person, when flying.

This rule was adopted in 2015 because there was a rapid increase in club membership and activity at the field. Displaying your AMA card is like wearing a name badge and shows that you are in compliance with rule #1. You do not have to wear the actual card that you received from AMA, a copy will do. The club provides clear plastic name badge holders in the impound enclosure. You can pin the card to your hat, shirt, pants - it doesn't matter as long as it's on your person and visible.

3. Non-members of the Rogue Eagles R/C Club who wish to fly at Agate Skyways must deposit a \$5.00 day-use fee into the yellow stand pipe by the flag pole.

The Jackson Country Parks and Recreation Department treats Agate Skyways like most of the other day-use facilities in the county. That's why they required us to install the bathrooms a few years ago. Current club members do not have to pay the day-use fee, but pilots who are non-club members (whether they live in Jackson County or not) are required to pay \$5.00 per day to use the facility. The only exception is during organized events. The fee is a good thing for the club because it all goes to the club treasury.

4. Pilots flying with a 72 MHz transmitter must have the appropriate frequency pin on their antenna. Do not fly if the pin is not available.

Most of us fly with 2.4 GHz transmitters which do not require any frequency control. If you do fly with a 72 MHz transmitter, you need to be familiar with the transmitter rules and know how to use frequency pin board. In a nutshell, you just have to make sure you have the proper frequency pin in your possession before you turn on your transmitter. A wise modeler will take the time to check with the other pilots at the field to see if anybody else is on his or her frequency. If there is, then they can watch out for each other and talk about sharing the frequency.

5. No more than five aircraft, including helicopters and electrics, are allowed to fly from the main runway at any time.

This rule applies only to the main runway flight zone. Aircraft being flown from the Park Flyer runway do not count towards the total. You will rarely see this much congestion at the field, but once in a while it can be an issue. Having a spotter when you fly is not a requirement, but it is highly recommended. A spotter's job isn't to watch your airplane while you fly. Instead, your spotter should be watching all of the other activity, advising the pilot of possible conflicts (in the air and on the runway), and helping with communications along the flight line. This is particularly important when multiple aircraft are in the air or preparing for takeoff.

6. Carry your aircraft from the pit area to the taxi line, or in the case of large scale aircraft, have physical control over the aircraft until reaching the taxi line.

This is a common-sense safety rule. Basically, you may not taxi your model through the pits or behind the pilot stations. You must maintain physical control of your plane until you reach the concrete taxiway leading to the runway. Even then, it's a better idea to carry or hold onto your plane until you are even with the flight stations, especially if people are standing on or near the taxiway.

7. Fly only from designated pilot stations.

The pilot stations are clearly marked on the safety barriers. Many pilots taxi onto the runway while walking to a station. A safer practice is to have somebody hold your model on the taxiway until you are at a pilot station and give a signal to release the model. When it's time for takeoff, notice that our runway has a displaced threshold indicated by a line painted across the runway near the taxiway. For the safety of pilots at the flight stations, all takeoffs should begin west of this line. The only exception would be for experienced pilots with large, heavy aircraft that may need the extra runway length to takeoff safely. Note: The displaced threshold only applies for takeoffs; the entire runway may be used for landings.

8. There is no launching of any size or type of aircraft from behind the flight line, except at the park flyer runway for park flyers.

If you need to hand-launch your model, announce it to the other pilots then carry it out to onto the runway to launch. Launching equipment like catapults, high starts, or winches need to be set up beyond the north edge of the runway. This is the active flight zone, so use extreme caution when setting up and launching.

9. All flying, including 3D-style maneuvers, must be done beyond the north edge of the runway except for landings, takeoffs, dead sticks, touch and go's or low passes, all of which must be announced loudly by the pilot.

This provides an extra sixty feet of safety buffer zone between planes and pilots during normal flight. Basically, if you are about to perform any maneuver involving the runway or the airspace directly above the runway, you need to announce it loudly to the other pilots who are flying. Communication is encouraged at the flight line to keep you and your model safe.

10. Do not fly behind (south) of the flight line over spectators, pit area, or parking areas. Park flyer pilots must fly their aircraft south or west of the park flyer runway at all times.

Refer to the Flight Zone Diagram to learn the limits of our flying area and where the No Fly Zones begin. In general, if you are flying over people or buildings, you are doing something wrong!

11. All pilots will fly a right-hand landing pattern unless wind direction makes this impossible. The other exception to this is if a pilot loudly speaks his intentions and receives OKs from all of the other flyers.

Wind at Agate Skyways normally comes out of the west, which means we normally do takeoffs and landings from right to left. As you can see from the wording, there are exceptions. If the wind shifts to where it's coming out of the east, it should be apparent that it will be safer to takeoff and land from left to right, using a left-hand landing pattern. If the wind is calm and traffic is light, you might want to practice some left-hand patterns. Good pilots should know how to takeoff and land in both directions.

12. Landing aircraft have the right of way at all times.

In other words, if you want to taxi onto the runway for takeoff and somebody else is on a landing approach, you should wait for the plane to land and clear the runway. If you need to cross the runway to retrieve a model and somebody else is on a landing approach, wait for the plane to land. You do not want to do anything to distract a pilot during a landing approach and cause a situation where the pilot has to maneuver at low speed and low altitude to avoid other planes or people. Models coming in for a dead-stick landing have the ultimate right of way, even over planes in a normal landing approach.

13. Stop your engine(s) before bringing aircraft back to the pit area.

Obviously, spinning propellers are dangerous. It's okay to start your engine in the pits, but there is no reason to carry or guide your aircraft with a running engine back to the pits. That's why there is a sign near the pilot stations indicating the engine shut-down area. If you have an electric-powered model, it's a good idea to disarm your power system and/or disconnect your battery before bringing your aircraft back to the pit area.

14. Pilots will be allowed to have the runway and sky to themselves for the maiden flight of any new aircraft. All other aircraft will remain grounded for the duration of the flight.

This is a courtesy rule that requires some effort on the part of the pilot with the new model. Other fliers may not know that you want to perform a maiden flight unless you tell them ahead of time. Generally, other pilots are happy to comply because most of us enjoy watching maiden flights on any type of model, simple or complex.

15. Do prolonged engine run-ups at the run-up stand behind the storage container.

The word "prolonged" is somewhat vague, but running an engine (glow or gas) in the pits for more than two or three minutes at a time can be annoying to other pilots (especially if they are flying and trying to hear their own airplane). If you need to do a break-in run or troubleshoot engine problems, be courteous and take your aircraft over to the run-up stand.

16. All engines over 0.10 must have effective mufflers (less than 92 dB at 3 meters).

Lots of flying sites in the US have been lost over the years due to noise complaints from neighbors. We only have a few homes in our vicinity, but there is also a recreation area and golf course within earshot. In general, the mufflers supplied with modern glow engines are adequate. Many gas engines come with poor mufflers or no muffler at all, so it's up to you to install an effective muffler.

17. Unsupervised children and pets are not allowed on the flight line or in the pit area. Pets must be kept on a leash. Please pick up after your pet.

Another common-sense safety rule to protect people, pets, and planes.

18. Do not fly over the house at the northeast end of runway, E Antelope Road, or the fire station.

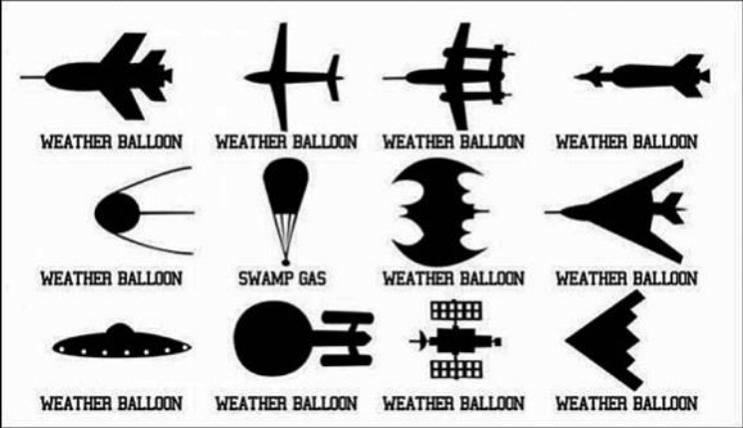
This rule was added primarily to stress that we must not fly over the neighbor's property as shown on the Flight Zone diagram that follows. A common mistake at our field is to use E Antelope Road as a reference when flying back and forth. The problem is that our runway is at an angle in relation to the road. If you fly parallel to the road, that will naturally guide your aircraft towards the neighbor's property. We have had incidents in the past with the residents of that house and must be extra careful to avoid flying over them. If for some reason you land or crash on their property, the first thing to do is ask yourself why you were flying out there in the first place. Keep in mind that you are not entitled to trespass on anyone's property to retrieve a plane, and they are not entitled to confiscate your plane. Please contact a Rogue Eagle officer so they can coordinate with the neighbors prior to retrieval.



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*Southwest Airlines Announces Special Offer for April Fool's Day: Kids Fly FREE!!!**



**For as long as they can hold on*

THAT WASN'T REALLY AN AIRPLANE



THAT WAS JUST A SPOON

funny picture of the day.net

Fun Fact:

Exaggerations went up by a million percent last year.





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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

Meeting Information

The next two General Membership Meetings are scheduled for

Tuesday 7pm, April 12, 2016

Tuesday 7pm, May 10, 2016

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

[Click here for directions](#)

Seen at the March Meeting



Master model magician (he makes airplanes appear out of thin air) **Phil Baehne** shared two of his latest creations at the March show-and-tell.

The red-and-white version is a Das Little Stik, based on the vintage plans that Phil also showed. He calls the white-and-yellow one the Cool Stick, which is styled like the Hangar 9 Ultra Stick. Both of them span about 47" and will take engines from .19 to .35 glow or equivalent electric motor.

If you would like one of these, Phil will build it to order for \$120. That's a complete airframe, built and covered, either version with taildragger or tricycle landing gear (no engine or radio system).

And YES, the Das Little Stik is VRCS eligible! Interested? Give Phil a call at **541-727-7059**.

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

Rogue Eagles RC Club, Medford, OR.

Date: 23,24 April 2016

Agate Skyways

REGISTRATION at 8:00 AM.

First flight Time: 10:00AM

“BIG BOB” Memorial IMAC



SCALE AEROBATICS - JSO,

BASIC, SPORTSMAN, INTERMEDIATE, ADVANCED, UNLIMITED.

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- ◆ \$35.00 entry includes lunch / Sat. (\$5 IMAC Member discount)
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Awards for First , Second, Third, and over 55.

Agate Skyways, White City, OR
East Antelope Rd. (Off Highway 140)

Contact person: Jay Strickland (541) 855-7161
strickdog@q.com

**Rogue Eagles RC Club,
Medford, OR.**

**CLUB WEBSITE:
Rogue-eagles.org**

Rogue Eagles 2016 Agate Lake

Danny Stanton Memorial

Float Fly

MAY
6-7-8

2.4 GHz Radios Only

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***** Thanks to Cindy Anderson and Al's Hobbies for their generous donations *****

Pilots Only Each registered pilot gets a single raffle ticket.

General Raffle Open to everyone, including pilots, spectators, and club members. Ticket cost is \$1 per ticket, or \$5 for 6 tickets, or \$20 for 24 tickets.



Pilot Fee \$15. For driving directions and club info, visit www.rogue-eagles.org
Questions? Contact Tom Everts 541-944-2843 or Larry Myers 541-770-3390 (before 7:30 pm)