

December 2013

ROGUE EAGLE

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

Jay Strickland's Sopwith Pup cruises in for another soft landing at this year's airshow. The 1/4-scale model was originally built by Martin Sherman from a Balsa USA kit; it weighs 28 lbs. Power is provided by a Zenoah GT74 twin, covering is Coverite fabric finished with latex house paint. Custom pilot by Mort Sullivan. Photo by Big Bob Knudsen.



Interesting factoid: Sopwith named this design the "Scout". It was the RAF pilots who came up with its unofficial nickname "Pup" because to them it seemed like a smaller version of the Sopwith 1-1/2 Strutter. Sopwith continued from there with animal names like Camel, Dolphin, etc. which came to be known as Sopwith's "Flying Zoo" in WWI.



ALL THUMBS - FROM THE PREZ'S CHAIR

My name is Jay Strickland and I approve this message

I hope everyone made it through the Pearl Harbor commemorative storm all right. Apparently when you are not used to driving in those conditions it can be a real adventure just getting out of your driveway! I had hoped to write some congratulatory words for the winners of our annual club awards and poke some fun at the "Broken Prop" but as you all know we had to reschedule the Christmas banquet. It will just have to wait until January's column.

"A lovely thing about Christmas is that it's compulsory, like a thunderstorm, and we all go through it together."

Garrison Keillor

Speaking of stormy weather, I personally took the opportunity to make sure my vehicle was ready for the winter. Besides the obvious

stuff like windshield wipers, battery, anti-freeze coolant, tire pressures, jumper cables and the like, I also made sure I had an up to date first aid kit, space blanket, Miners candles, lighter and matches, road flares, whistle, plastic bag (for snow to drinking water), and an MRE (meal ready to eat). You can definitely personalize your own "survival kit" but you get the idea.

Welcome to the Rogue Eagles!

We have a returning member this month...

Bruce Gaines from Gold Hill

Do you have that winter building project picked out and on your way to stocking up for the finished aircraft? Maybe you are already halfway done with it and thinking about another. If you are either of these I am already jealous, you are surely motivated! The chili fly is just around the corner and with the recent freezing weather we might find out who the real RC addicts are! Whether you fly or not, that campfire is always cozy and the food and camaraderie are always good. Wishing everyone a joyous holiday season and a great new year, maybe Santa will bring you exactly what you want! The question as usual is "Were you naughty or nice?"!!!

That is all for now,
Grandog (Ho Ho Ho) out.



Now this is a real snow bird! Club member Steve Walls goes flying on his snow covered runway on his 20 acres in Sam's Valley.

Photo taken by Steve's wife, submitted by Rich Demartini



Minutes of the Board Meeting - December 5, 2013

Opening:

The President, Jay Strickland, formally opened the meeting for business at 7:04 p.m. at the Central Point Senior Center. There were eight members present.

Treasurer's report.

Eric provided the written statement for December 5th. Share account stands at \$25.77. The Checking Account is \$5,174.51 and the Money Maker account stands at \$2,352.84, making a total of \$7,553.12. The dedicated Runway account stands at \$26,410.97. The grand total comes to \$33,964.09.

Old Business.

Membership cards.

Eric has placed the order for the new membership cards. The cost was \$423.00 and he expects to receive them next week.

Level Pins.

Jay has the inventory, but we are almost out of Level 1 and Level 2 pins. Alan purchased the last batch from the shop in Grants Pass. A motion was moved, seconded and approved for Alan to go again to the same shop to order a dozen of each new Level 1 and 2 pins.

Xmas Party.

There was a discussion on the final arrangements for the party. The trophy particulars were determined and John Gaines will be the presenter for the Trophy awards.

County Lease Agreement.

Jay handed out hard copies of the new Lease agreement that he has now signed with the County.

The County should apply their final signatures on or around December 18th.

Jay successfully negotiated wording that gives the club much better financial protection in the event that the County terminates the lease. However this is most unlikely to occur, as they are very happy with the Rogue Eagles Club as a tenant. The new lease is effective through Jan. 17th 2018. At this time a new lease has to be signed between the Bureau of Reclamation and Jackson County. When this happens, the lease between the County and the Rogue Eagles will automatically be extended to Dec. 31st 2023. We then have the option to renew for another ten years taking us up to Dec. 31st 2033.

We must be diligent in providing the County written plans for all improvements we make and money's we expend in order to record with them our financial investments in the field. This is so that if we were to be terminated, we could receive proper financial compensation.

Membership Manual.

An updated version of the Membership Manual has been prepared. A discussion took place and a few more minor changes are to be made. The plan is to place a PDF version of the

manual on the Web Site. We will obtain a cost estimate to see what it would cost to print some manuals at a professional print shop.

New Business.

Show and Tell policy.

There was a discussion on what the nature on the Show and Tell session should be at the end of the meetings. The unanimous conclusion was that the presentations should be of general interest to fellow modelers and to show new models etc. It should not be used as an opportunity to sell stuff.

However we recognize that there may be some interest in attendees purchasing some items that might be brought to the meeting. So the policy will be that a table will be set up so that a Member wishing to sell can place their items on the table. Then, when the show and tell presentations have been concluded, the sale items can then be introduced.

New Park Flyer Clubs.

Danny LaViolette had proposed setting up new clubs on Oregon. At the General meeting it was suggested that he furthered his ideas at the Armory where a collection of Park Flyer's congregate to fly. Danny was not seen at the Armory meeting.

Monster Fest

A proposal has been received from 3DRCFORUMS to hold an event at Agate field. This was discussed There is some interest, but we need to have a C.D. step up to handle the arrangements. Jay will contact potential club members who might be interested and available to conduct such an event.

New Runway.

Short discussion, nothing new to report. Jay re-iterated that all options for the new surface are open and no vendors are excluded.

Day Use Fees.

Jay reported that \$5.00 was collected from the box this week, representing about five weeks of deposits.

Agate Float Fly.

Rick Nunes will be the official C.D. as long as it is approved by the A.M.A. John Gaines and Jay Strickland will assist Rick.

F16.

Robert Fralick reported that all that is needed to finish refurbishment of the F16 is a canopy. He plans to do this in fiberglass. The funds for this have already been approved.

The meeting was officially adjourned at 8:35 p.m.

"I hate it when people quote me without giving me credit."

Anonymous

Return to the Eagles - Chapter 1

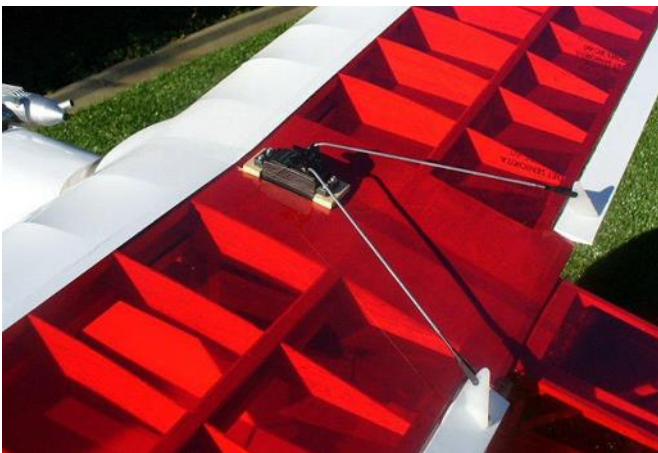
by Jack Shaffer

Time for me to sit down and write my story of returning to the Rogue Eagles and the great hobby of model airplanes. Hope you will bare with me as I write my thoughts of my return to stick and tissue building of three models.

What brought this all about for me? Some years back, I belonged to the Eagles. Building airplanes was my passion. Flying, well that was up to the Eagles. Actually, I had one favorite pilot, Jim Warner. I could count on Jim to fly anything I brought to the field. Jim was my flying idol and best friend. Sadly, when we lost Jim, I lost my passion of building and flying.

I stayed active in modeling. It's just that the noise that it makes is choo choo. I became a member of the Medford Garden Railroaders. I spent my time at the Medford Railroad Park and my wife, Carole, and I built our own garden railroad. I'm still a member of the Garden Railroaders and you can usually find me at the park on the second and fourth Sunday, April through October. You can consider this a plug for the railroad park. Take a moment from stick time and enjoy this park. Just ask Bruce. He visited the park.

I'm afraid I will drift from time to time on my story, so please stay with me. My plan over the next months will be to cover the construction of the Sig Seniorita and two future kits. The past ten years, I have followed the Eagles on the Web page and attended most of the air shows. This past year the



Here's Jack at home with a very small portion of the model train display that dominates his garage and yard. He and wife Carole have been adding scenery and decorations for years, and they change it completely for each coming holiday.

Vintage R/C Society Northwest Fly-In by Bruce Tharpe CD moved my model airplane spirits. It did not take long for the Sig Seniorita kit to hit my workbench and many trips to Al's would follow.

I have built the Seniorita in the past and like it because it is stick and tissue and a gentle flyer. The construction went well. I had very few "do overs" thanks to Sig's great plans and instruction book. I brought the completed Senoirita to the November club meeting. Thanks so much to the club members

continues...

Return to the Eagles *...continued*

for all your kind comments. Here are some photos of the Seniorita, just waiting for its maiden flight.

The Seniorita kit does not have ailerons. My ability to fly any plane is based on it having ailerons. I took the easiest path when it came to installing them. This may not be a thing of beauty, but it works well for me.

Happy days are here. All this plane needed was its Sig Seniorita decals.

The Seniorita is complete, just needs a little run in and one of you fine Eagles to take it up, trim it out and hook me up to my buddy box. Hope to get my fingers back on the sticks and practice touch and goes.



Guess I really got the bug. I'm already working on my next project. No big hurry, just want it to be complete for the 2014 VRCS Northwest Fly-In. I also have plans a foot to build a BTE Venture 60. It will be done up in the Oregon Duck colors and Duck decorations. This one's for you Jim.

That's it for this chapter of my return to the Eagles. Watch for chapter two that will cover my secret VRCS project.



Editor's Note: Here's a pic of Jack with his new pride and joy at the November meeting. It always warms my heart when a modeler comes back to the hobby after a long hiatus. There is something about model airplanes that just sticks with you. It gets in your blood.

Many of us remember Jim Warner and his wife Pat with great fondness. I didn't realize that he and Jack were so tightly knit back then, and that Jim's passing led to Jack stepping away from the club for a while. But I'm sure glad that Jack got the itch again and found his way back to us. This club is blessed with a great number of talented, creative, and accomplished people, and Jack fits right in with that description. Can't wait to hear about his VRCS project!

Random Observations by Larry Cogdell

Hi Pilots,

Unless you live under a rock, I am sure you have seen every TV station and news outlet showing AMAZON's new idea of using drones to deliver stuff. Even Rush Limbaugh was talking about it this morning. An entire fleet of FPV octocopters swarming a neighborhood. This will really go down in history as a fantastic marketing scam that Jeff Bezos introduces the day before shopping takes off. I see a few million problems in trying to do this safely and commercially. I do not believe it will ever happen. I have literally heard people tell me they can't wait to be able to shoot these things down. What fun *that* would be, according to some. Read the whole story here: [amazon-is-joining-not-starting-the-drone-delivery-revolution](#)



Many of you have never heard of Raphael Pirker. But you will. He is a Swiss citizen living here who may become the beginning or the end of future model aircraft. He is the guy who posts wild videos (such as the close-ups of the Statue of Liberty and the Golden Gate Bridge) taken from his drone RC planes. He has ignored any normal sense of safety and basically is telling everyone who complains about it (including the FAA) to go fly a kite. Well, he just got fined \$10,000 from the FAA and now is suing them demanding they dismiss the fine since they really have no authority to do anything about model planes. The FAA of course disagrees. In my opinion, whatever happens is going to be bad for us. If he wins his case, the nuts will come out in droves trying to make money, which will force Congress and the FAA to come up with real solid regs that could shut us down. If he loses, the FAA and others may now really start flexing their muscle since they just found out they can. Read more about this story here: [drone-pilot-challenges-faa-commercial-flying-ban](#)

Finally, most of you have heard about the death of an AMA member in New York, 19 year old Roman Pirozek in September. Death was caused by his Trex 700 helicopter running into his head, splitting his skull and cutting his throat. I was very interested in how this could happen so I went on YOUTUBE to see if I could find videos of this guy flying. There were lots. Many of them show a complete disregard for not only his safety but friends around him. You don't bring a six pound helicopter with 5 ft diameter carbon fiber blades spinning at about 2000 rpm towards you, head-on, landing it on a card table you and your friends are sitting at. You also probably don't want to do a funnel maneuver or auto rotation two feet away from your face. Why didn't someone say something to him? What about the club members watching him fly that way? What a waste of life. More about the story here:

[Roman-Pirozek-Jr-Man-decapitates-remote-control-helicopter](#)

I hope we all take care to help each other and point out safety issues before anything like this ever happens to us or our friends. Have a safe and MERRY CHRISTMAS.

Sincerely, Larry Cogdell



Accident Report

Ray and I are still in shock over this one. Ray's jet has flown about a dozen times since May, but mostly with Bruce at the controls. In November, we were making a push to get Ray more time on the sticks working towards his turbine waiver. This was our second outing, and fourth flight with Ray doing all of the flying except for the takeoffs and landings. Ray was getting more comfortable with the jet and was slowly exploring its aerobatic capabilities...



Aircraft: CARF New Rookie Turbine Jet

Pilots: Bruce Tharpe and Ray Wasson (on buddy box)

Accident Description

Ray executed a long vertical climb, then cut power. Ultimately, the model got slow and fell into an inverted flat spin. At first, it looked pretty awesome and I expected it to drop out and begin flying away. The rotation was surprisingly slow, and after a couple of turns it became apparent that Ray could not get out of it. The model had lost about a third of its altitude when I took control. I went to full throttle, expecting the thrust to eventually begin pushing the model forward and out of the spin. Again, surprisingly, that never happened.

In the meantime, I tried elevator and rudder controls in each direction, but there was no perceptible change in the model's attitude. As a jet, there is no prop blast over the control surfaces. It should be noted that the model had thrust vectoring in pitch and yaw, but it wasn't switched on during the flight. Ray did try to switch it on during the spin, but that switch was disabled on his slave transmitter. When I took control, I had myself convinced that full thrust would simply begin to push the model forward - my concentration was on flying the model once that happened. In retrospect, thrust vectoring may have saved the situation. However, it would have taken precious time for me to look down at the unfamiliar transmitter, find the right switch, flip it to the correct position, then try control inputs. Sometimes I wish you could get a second chance at these things.

Once it got down to about 100 feet, I had to hit the emergency shut down button on the transmitter, killing the turbine in order to greatly reduce the chance of fire on impact. The model hit the ground, flat as a pancake, inverted, at a safe location about halfway between the runway and the road. Incidentally, it hit just inches away from a massive blackberry bush that may have absorbed some of the impact had it landed there. As it was, the jet suffered major damage to the center body and fins. The outer wing panels, the turbine, the retracts, and most of the radio system appeared to be okay. The fuel system stayed intact. Ray is undecided on whether to repair the model or not.

Likely Cause

Unrecoverable inverted flat spin. Ray mentioned that during all of his research prior to buying the Rookie II, he found little info about the actual flight characteristics of the design, and certainly no mention of fatal flat spins. Since that time, he has found that others have experienced similar fates with their Rookie jets.

Lesson Learned

The most obvious lesson is to avoid inverted flat spins with the New Rookie. Unfortunately, that's not very helpful unless Ray gets the jet back in the air someday. Looking at the bigger picture, perhaps the lessons learned here are the ones we already know so well. This hobby can be humbling, our models can be lost in an instant, and gravity sucks.



Textron, the parent company of Cessna, is getting ready to fly the prototype of the Scorpion light attack jet it's developing with a company called AirLand Enterprises LLC. The joint venture hopes to have the Scorpion flying by Dec 5. [More info...](#)





Club Information Page

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

www.rogue-eagles.org

The next **General Membership Meeting** is scheduled for Tuesday, January 14, 2014. Meeting location is the Central Point Senior Citizens Center, 123 N 2nd Street in Central Point. [Click here for directions](#) . Bring your latest project for Show-and-Tell.

This is why you need to come to the meetings! You just may get to see the unveiling of a fantastic new project like this scratch-built, 1/3-scale Grumman Lynx by John Gaines.



He built it from David Anderson plans, it weighs 35 pounds, power is a Zenoah GT-80, and finish is glass cloth with Klass Kote epoxy paint. John is planning to test fly in the Spring.

Weather Info at Agate Skyways (Or At Least Nearby)

This may be old news to some, but you can get weather conditions for our field off the internet. Add the links below to your bookmarks.

[Weather Underground - Eagle Point](#). Shows both current conditions and 10-day forecast.

[Stone Ridge Golf Course - Current conditions](#)

[Stone Ridge Golf Course - 10-Day Forecast](#)

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or Clark Wolf 541-890-1820

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