

JULY 2015

# ROGUE EAGLE

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



**Martin Sherman** built this Newport 17 from a Balsa USA kit, covered it with Sig Koverall, and finished it with Stits paint. The model spans 84 inches, weighs 14 pounds, and is powered with a Saito 1.50 four-stroke engine.

For the record, I know how to spell Nieuport, but when I asked Martin how to spell it he said "N-e-w-p-o-r-t". When I told him that's not right, he smiled and said "That's how I spell it!"

Fantastic flight shot by Rick Lindsey.



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

### **HAPPY INDEPENDENCE DAY!**

I hope you and your family enjoyed a safe and memorable Fourth of July in celebration and honor of our country's Declaration of Independence. Our national holiday marks our mid-summer flying season and unless you've been in the Southern Hemisphere for the last month, the high temperatures and resultant fire danger for the rest of us on the west coast is extreme, in particular Southern Oregon and Northern California. With the dry conditions, please be "mentally" prepared when you fly your model aircraft at our field, or any location. It goes without saying, with the conditions we are presented with this year, fire danger is unprecedented. Think about it - an unfortunate crash of a nitro, gas, or electric bird can cause a spark and release very flammable accelerants that power or provide control for our model aircraft. Our club has a fire extinguisher on site (located in the frequency compound) and we are lucky enough to have the District 3 Agate Lake Fire Station located near us. However, a small fire in these conditions can and will grow rapidly out of control in spite of the resources we have at our disposal.

**Please, do not hesitate to call 911 in the event of an accident that cannot be IMMEDIATELY managed with the resources we have at our disposal... It's that serious.**

Speaking of serious and "immediate" issues... all of us (as Rogue Eagle members) need to manage our own flying behavior and continue coaching one another as it relates to our "No Fly Zones". Unfortunately, we had another incident involving flying over our neighbor's house. I want to thank those members present who helped defuse the situation with our neighbor. As a club, we have made great progress towards correcting our flight behavior, including enhanced awareness of our "No Fly Zones" in an effort to STOP flying over our neighbor's house. Still, it is an issue. Just like the fire danger that we are presented with, continuing to fly over our neighbor's house is much, much more dangerous to the future of our club. It's very easy to "fly the road" instead of flying the runway heading, we all get that... but do you, really?

This issue reminds me of when I just started obtaining my pilot license many years ago. My instructor kept on me to ensure my turns were coordinated with the use of rudder. On my 5th or 6th flight we took off and committed to a VOR for the South Mountain practice area. Half way through the turn, my instructor took over as pilot in command and we returned to Sky Harbor International. Confused and thinking there was something mechanically wrong with the Cessna, my instructor informed me I was grounded until I could prove I can use rudder during all standard turns on the simulator. I will never forget what he told me once we landed, "Your job is to fly that plane with 100% confidence for the safety of yourself and your passengers. You control the aircraft, not the other way around." To say the least, that was the last flight I attempted without rudder coordination! Ask yourself, are you in 100% control of your aircraft or is it in control of you?



**Calvin reports that he spent an hour at the flight simulator with his instructor and managed to finally solo, using rudder.**

Many of us own larger models or even smaller, faster aircraft. It is easy to quickly lose orientation of your intended flight path while going Mach 1. Depth perception is always a challenge with the bigger birds (heck, any plane). These scenarios can result in pilots “getting behind” the aircraft they are flying, often resulting in airspace violation of our “No Fly Zones”.

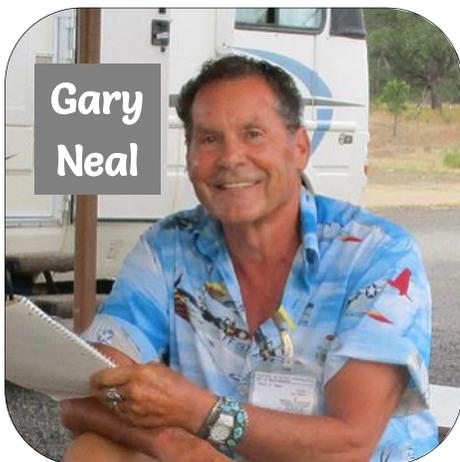
If you feel your piloting abilities or the aircraft you fly may presents a risk towards flying outside our approved airspace, ask for a spotter - or don't fly the plane. There is no shame in asking for assistance at the flight line.

This holds true for all of us regardless of your modeling experience or club tenure. As club members, we must be vigilant and assist all of our members and nonmembers relating to the rules of our club and associated flight behavior including necessary corrections to OUR OWN flight behavior. The future of our club depends on each of us to embrace our rules including compliance of our approved airspace so we can continue enjoying the hobby each of us love.

## *Welcome to the Rogue Eagles!*

We have two new members this month...

**Don Schrader** from Gold Hill  
**Bruce Lemmerman** from Eagle Point  
**Kreg Boudro** from Central Point



### **BIG BIRD EVENT / UPCOMING AIRSHOW**

Kudos to Gary Neal and every member who helped ensure our 2015 Big Bird event was a success! Yip, it was a hot one but everyone had a great time and took the heat in stride. Hotdogs were served up by Medford's legendary Victory Dogs which is more a full meal than just any ol' hotdog! Again, a big thank you to Gary for putting on a wonderful event for all of us to enjoy!! If you missed out on the Victory Dog experience, there is hope! They will be back for our 2015 Airshow. Larry and Patty Myers have been planning, and planning for what seems like months now, and it's all coming together. I hear Larry is kicking around some new ideas this year including a shorter event

(due to heat) and changing up some events- but he is the expert. Please reach out to Larry and let him know if you would like to participate in this year's event. The sooner, the better. Larry's info can be obtained on our event calendar, give him a buzz. Regardless if you would like to participate or not, we're always looking for assistance with the event.

### **AMA ALERT**

The Academy of Model Aeronautics (AMA) is increasing their membership dues to \$75 for open members (\$65 Sr. Members) effective September 15, 2015. In addition, all memberships will now be based on a “Year to Date” membership meaning, if you renew in November 2015 for \$75, your AMA membership will expire in November 2016. The AMA is however, offering a pretty good deal if you renew prior to September 15, 2015. Both current and new members can renew at the current membership rate but the AMA must receive your payment on or before September 14, 2015. Actually, if you do the math and sign up for a two year membership prior to the deadline, you will save big bucks... at least enough to buy the family a couple rounds of Victory Dogs at the airshow!! Check out the [AMA website](#) for details and how to renew EARLY!

## NEW FLIGHT STATIONS

Lastly, I want to thank Jay Strickland, Tom Everts and John Gains for taking on the design, purchase and construction of our two new flight stations! Also, thank you to Larry Maerz and Richard & Tim Agee for your assistance with construction. The construction was knocked out in about 3 hours and the new stations look wonderful!



Like any fine craftsman, Jay Strickland tests the quality of his pipe adhesive before use.

That's all folks - See you at the next meeting!

Flight Station pics by Rick Lindsey

Calvin 



### FOR SALE



Park flyer **F4U Corsair**, weathered finish, with four 3S 2200 mAh lipo batteries . . . **\$100**



Park flyer **P-47 Thunderbolt**, with retracts & flaps. Includes three 3S 2200 mAh lipo batteries . . . **\$200**

Both planes include a Spektrum receiver, so they are Bind-N-Fly

Contact [Rob Merriman](#) 541-951-4466

### FOR SALE



**Venture 60** RC plane. 80% complete. Needs covering and electronics. Includes two rolls of Monokote, plans, and the rest of the parts and supplies . . . **\$180**

Contact [Don Schrader](#) 541-973-6315

# Big Bird Fly-In

## Red Hot Event !!!



Photos by Rick Lindsey  
and Bruce Tharpe

*From Ye Olde Editor: I talked with Gary Neal on the phone after the event. If you know Gary, you know how humble and sincerely thankful he can be for everything that comes his way. He told me there were 20 pilots and he wanted them to know how much he appreciated every one of them, particularly because they all knew that they were going to be roasted by triple-digit temps. He thanked the CDs who helped him organize the event, and sent special*



*thanks to John Gaines and Larry Myers for doing all of the model inspections. Thanks were also extended to Dale and Suzanne McQuiston for donating water and ice to the event. And finally, he wanted to thank Rich DeMartini and his dear wife Wendy for handling the pilot registration duties. Rich also donated some donuts and cinnamon rolls to the event, for which everybody was thankful!*



Jack Shaffer Visits

# Doug McKee

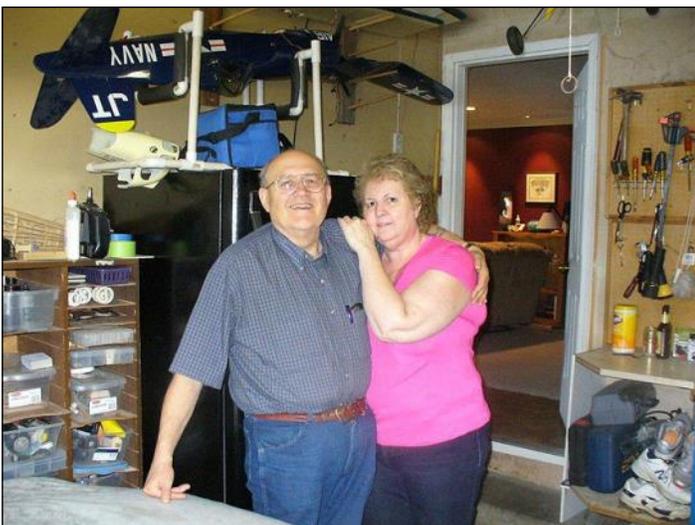


Well, after several attempts to hook up with Doug, we settled on a date. Here we are enjoying breakfast at Elmer's. As you know, I like to start my interviews with a good breakfast. Always makes for good conversation over a cup of coffee and fantastic food.



While following Doug through the quiet residential streets, I pondered the many questions I had. When a fellow Eagle opens his garage, workshop or craft room, you never know what surprises lay ahead. I was not disappointed with Doug.

I always like to get some family background and Doug and Kathy sure enough gave me just what I like to hear. Doug and Kathy are a walking, talking history of Medford. They both come from pioneer families of the Rogue Valley. They have connections to the McKee



Covered Bridge, The Applegate Valley and Roxy Ann Peak. Both graduated from North Medford. They like to vacation in Hawaii and watch over their cats, Keya and Lexie.

I will admit that there was a surprise behind Doug's garage door that provided a twist to this story. Let me keep you in suspense for just a while. Here is a little more about Doug who has been an Eagle since 1994. He has served as president, vice president, secretary and is now our safety coordinator. Doug has been in the construction business for forty-four years. I'm sure, with the certificates and that award from Adroit, Doug is the man to hold the positions he did and is the best choice for our safety coordinator.



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Jack Shaffer Visits

## Doug McKee

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As we walked around Doug's garage, yep, he has airplanes and I think he has a need for speed. Check out that Gee Bee hanging from the rafters.



OK, let's get back to that surprise I mentioned. While checking out Doug's garage, I could not help but notice a cover hiding a very familiar shape. Doug pulled back the cover and with one big WOW, it was a beautiful Mustang. I think at this point I almost forgot what I came to Doug's place to talk about. There is a story that goes along with the car, but I want to get back to airplanes. Doug planned to have the Mustang at the Medford Cruise Show N Shine. If you made it to that event, hope you saw Doug with his car.



We finally made it to Doug's hobby room to look at his current project and to talk shop. His current project is the PST Reaction you saw at "show and tell". I was able to get up close and personal with it.



After seeing the video of Bruce's in the air, I'm sure that Doug's will also look great in the air. Doug's favorite events are the fun fly and the pylon races. His favorite plane is the F4U-Corsair. Doug's Corsair hangs in the garage, ready for the next Eagle war bird event. (See the pic with Doug and Kathy, previous page.)

To follow up on Doug's love of pylon racing, I went to the field to watch Doug blow them away at the last event. It turned out that Doug was under the weather and a no show. I decided to take advantage of being at the

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## Jack Shaffer Visits Doug McKee

field and get a couple of photos. Here is CD Rich DeMartini ready to call a pilots meeting.



This is the plane Rich and Doug share. Notice the big D & R on the wing.

I think this is my favorite photo of Doug's story. This flag is on a shelf in his hobby room. It is a reminder of his dad who was a Navy radio man and served in WWII and the Korean Conflict. He is what our country is all about and why we have a club and flying field.



Jack Shaffer

## Rogue Eagle Wins National Rooster Crowing Championship

by Ye Olde Editor

While the Big Bird boys were sweating it out at the field, 12-year-old club member Christian Darr was participating in a completely different event. He brought his rooster,



Crow-Darr

Crow-Darr, to the Rooster Crowing Championship in Rogue River and the two of them proceeded to smoke the competition. During the half-hour time slot, Crow-Darr belted out 58 crows and put \$150 into his owner's pocket. The second place finisher only managed 21 crows. Congratulations Christian - National Champ!

## A Slice of Life at BTE

by Ye Olde Editor

*My neighbor Mike runs a family farm right across the street from my model shop. Whenever our paths cross, we always have the same little conversation...*

**Mike:** Hey Bruce, how's the airplane business?

**Me:** It's taking off. How's the farm business?

**Mike:** It's growing...

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# Echos from the Hinterlands

Event Reports by **Art Kelly**

*Hinterlands* is a German word meaning “the land beyond.” Medford’s Occasionally Competent Pattern Team (OCPT) ventured through the hinterlands in the last few weeks as it blazed trails to Boise, Idaho and Redmond, Oregon. Conclusion: There is a LOT of hinter in those lands.

The Boise Area Radio Kontrol Society (BARKS) field is about ten miles south of the city plopped in the middle of a desolate, high desert scrubland, elevation about 4,000'. BARKS has a nice asphalt runway measuring 550' X 40'. Agate Field has spoiled us, (40' is a bunch narrower than 60'!) fortunately the wind was straight down the pipe.

A highlight of the weekend was meeting Darin Pearce, from Salt Lake City. Darin is a friend, training partner, and caller for Andrew Jesky, U.S. National Pattern Champion. In August they leave for the Worlds in Switzerland. Darin is an accomplished pilot who flies the very difficult “F” sequence at the top end of the pattern discipline. After watching him fly several of us were considering badminton as an alternative sport.

Two weeks later we explored more hinter as we pointed our noses north to the Field of Dreams of the Redmond club. Once again our wheels were lifting off grass, well manicured by the club members. (Our ranks were reduced by one as Paul Chapman chose to practice one of his maneuvers at minus two feet -- out came the Hefty bags.) All the Medford team spent extra time in the pits. Ray Jr. entered the canopy ejection challenge, Ray Sr.'s. Evolution acquired retractable gear on one of his landings. Art folded his right gear. Fortunately, repairs had us all back in the air for the rest of the contest. Ray Sr. is developing a strong trend line as he once again captured the gold in Sportsman. (As he received his award several pilots were heard to say: “Ray, time to move up to Intermediate.”)



Andrew Jesky's Accuracy biplane - flown by Darin Pearce in Boise.



Ray Sr. preparing for takeoff in Redmond.

After six rounds of flights the OCPT held its own. There were four competitors in Sportsman and after the dust settled Ray Wasson Sr. took first place followed by Paul Chapman in second. Ray Jr. just missed out on third but his flying is improving steadily. He'll be bringing home the big money soon. In the Advanced class Art took second place\*.

There were five pilots in Advanced, and Art battled it out for fourth place, snatching it away from fifth by just a few points.

Our team has about a month of respite before hitting the 1-5 onramp for the grass of Molalla. Paul will be back to bolster our ranks. Stay tuned...



B. J. Kraft Bi-Side - Interesting because of "flying" horizontal stab (i.e. no elevator)

Several members of Rogue Eagles have asked about requirements for entering the Medford contest: Any pilot with a current AMA card may enter the Sportsman level with any AMA legal airplane. There is no registration fee for first time participants. Ask any of the OCPT about maneuvers, flight boxes, and judging.

*\* Second place was also last place, as there were only two pilots in Advanced. And the winning pilot was sighted in only one eye - he was good!*



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Click on any name to send email

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

## Meeting Information

The next two General Membership Meetings are scheduled for

**Tuesday 7pm, July 14, 2015**

**Tuesday 7pm, August 11, 2015**

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

[Click here for directions](#)

## Newsletter Advertising

Want to place an ad in the Rogue Eagle? It could be your own business or a company that you work for. It could even be a business that you don't work for but want to promote. And it does not even need to be hobby related. The rates listed below are extremely reasonable and all revenue goes straight into our treasury.

Business Card	\$5/issue
1/4 Page	\$10/Issue
1/2 Page	\$15/issue
Full Page	\$20/issue

Ad copy can be black and white or color. Questions? Please contact [Ye Olde Editor](#) via email or phone 541-582-1708.

## Classified Ads

Just want to sell an airplane, engine, or other hobby item? Club members are always welcome (and encouraged!) to place "FOR SALE" or "WANTED" ads in the newsletter, and the cost for that is exactly ZERO. Email your info (photos help!) to [Ye Olde Editor](#) and I will make sure it gets into the next issue.

## Club Merchandise

These items are usually available at the meetings.

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



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