

MAY 2016

ROGUE EAGLE

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



Larry Myers' P-82 roars past the flightline with **John Parks** at the controls. More info inside . . .

Photo by Pat Dunlap



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

It's Summertime!

Well, perhaps just not yet, but it might as well be with the great flying weather we've had lately! Happy May to everyone and what a month it will be including our Agate Float Fly, Swap Meet, Ashland Airport Day and the All Scale Contest & Fly-In just to name a few. Check out the events calendar (next page) for May event dates!

April offered great flying weather and fun events hosted in Southern Oregon by our Rogue Eagles RC Club and the Douglas County R/C Flyers!

I want to thank Jay Strickland for his leadership as Contest Director at our Big Bob Memorial IMAC contest. Also, for every member who participated and/or helped to make this event successful. I think it may be time for me to join in on the fun and learn to fly correctly instead of just boring holes through the sky! So who won? Check out Jay's article for details!

Question: Have you been to Henry's Winery near Sutherlin, OR lately? No, not for the wine (OK, for the wine), but have you flown at Henry's Winery lately? If not, you should put it on your calendar and attend next year's event. One word, "**WOW!**" A few weeks ago, The Douglas County R/C Flyers hosted their "Big Bird Fly-In" and let me tell you, I have never flown at such a beautiful grass field with majestic mountains in the background. Thank you, Bob Campbell for hosting such a wonderful event!

Kudos go out to Larry Myers and John Parks for their expertise, guidance, and use of equipment necessary to install our new conex storage unit. The donated conex from Oldland Transportation will be used by our club for many years to come. Well done, Larry!

As we embrace Summer and our 2016 flying season, remember that safety comes FIRST. Please be careful, especially with engine start up and aircraft transportation to the flight line. Remember, prop strikes to limbs are the number one injury to model aviators! Please think through your start up procedures and ask for help if needed.

Be safe out there!

Calvin 

Larry Myers and John Parks oversee the delivery of our new storage unit, donated by Oldland Transportation. Part of the deal is for the Oldland logo to remain on the unit as "advertising." Good deal!

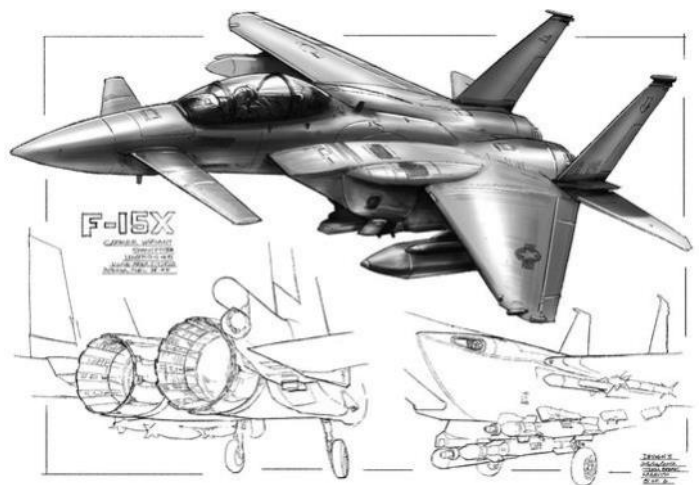


GET READY! UPCOMING EVENTS

MAY			
6-7-8	Float Fly - NOTE! 2.4 ONLY	Agate Lake	Larry Myers - Call Before 7:30pm 541-770-3390
7	SOR Rocket Launch	Agate Field	Rich DeMartini 541-245-9858
14	Swap Meet, Fun Fly & Pot Luck Lunch Keno Flitemasters invited More info	Agate Field	Rich DeMartini 541-245-9858
14	Vintage RC Fly-In (New Event)	McMinnville	Cecil Mead 503-864-3731
21	Ashland Airport Day Rogue Eagles Static Display	Ashland Airport	Larry Cogdell 541-840-1514
21-22	All Scale Contest and Fly-In	Agate Field	John Gaines 541-951-1947
26-27-28-29	2nd Annual Giant Scale Fly-In	Castle Airport	Scott Malta 209-617-5789
27-28-29	Northwest Control Line Regionals	Roseburg Airport	Mike Hazel 503-871-1057
JUNE			
3-4-5	Fun Fly	Klamath Glen	Sam Ellis 707-954-8284
4	Pylon Race #1	Agate Field	Rich DeMartini 541-245-9858
7	SOR Rocket Launch	Agate Field	Calvin Emigh 541-951-5055
16-17-18-19	Float Fly 2016 Information	Platt 1	Alan Rader 541-391-3209
24-25-26	Big Bird New 2016 Information	Agate Field	Gary Neal 541-441-6724

Did you hear about the man who stole a calendar? He got 12 months.

Original Cartoon by Phil Baehne



Welcome to the Rogue Eagles!

We have one new member this month...

Wade Lanham from Rogue River

LARRY MYERS' P-82 TWIN MUSTANG



Here's some info from Larry about his model...

This model is an ARF put out by Nitro Planes. As far as I know it is no longer available. A good friend of many years Coy Drohman built the plane a year or two ago. He never flew it because of the small tires and retracts. He lives in Klamath Falls and they only have grass to fly from. He brought it to the swap meet in Grants Pass last month but never took it out of his vehicle. I told him I would like to look at it and was able to buy it from him.

The plane has twin Super Tigre .40s and Robart retracts. Uniquely, it has one receiver in each fuselage with its own battery. It has JR radio gear. The color scheme is not scale, the sharks teeth were added by me. The plane just looked liked it needed them :)

As to how it flies, John Parks and I flipped to see who got the test fly.....I lost.

*After many hours of finally getting it all dialed in, he finally got to do the test flight. According to him it flew really well, very stable. We do need to tune one of the engines just a tad. However, when it landed one of the wheel hubs split and I have not yet had the opportunity to fly it yet. Mr. Parks is more than glad to tell anyone who will listen, that as far as we know he is the **only** club member who has flown a P-82 LOL.*

Larry also sent the following info about the full-scale P-82...

Initially intended as a very long-range (VLR) escort fighter, the F-82 was designed to escort Boeing B-29 Superfortress bombers on missions exceeding 2,000 miles (3,200 km) from the Solomons or Philippines to Tokyo, missions beyond the range of the Lockheed P-38 Lightning and conventional P-51 Mustangs. Such missions were part of the planned U.S. invasion of the Japanese home islands, which was forestalled by the surrender of Japan after the atomic bombings of Hiroshima and Nagasaki and the opening of Soviet attacks on Japanese-held territory in Manchuria.

The second prototype North American XP-82 Twin Mustang (44-83887) being flight-tested at Muroc Army Airfield, California.

In October 1943, the North American Aircraft design team began work on a fighter design that could travel over 2,000 mi (3,200 km) without refueling. It consisted of a twin-fuselage design, somewhat similar to the experimental German Messerschmitt Bf 109Z "Zwilling". Although based on the lightweight experimental XP-51F, which would later become the P-51H Mustang, it was actually an entirely new design. North American Design Chief Edgar Schmued incorporated two P-51H Mustang fuselages lengthened by the addition of a 57 in (145 cm) fuselage plug located behind the cockpit where additional fuel tanks and



equipment could be installed. These were mounted to a newly designed center wing section containing the same six .50 caliber M2 Browning machine guns as a single-engine Mustang, but with more concentrated fire. The outer wings were strengthened to allow the addition of hard points for carrying additional fuel or 1,000 pounds (450 kg) of ordnance. The two vertical tails were also from the XP-51F, but incorporated large dorsal fillets for added stability in case of an engine failure. The aircraft had a conventional landing gear with both wheels retracting into bays under each fuselage center section.

The North American F-82 Twin Mustang was the last American piston-engine fighter ordered into production by the United States Air Force. Based on the P-51 Mustang, the F-82 was originally designed as a long-range escort fighter in World War II; however, the war ended well before the first production units were operational.

In the postwar era, Strategic Air Command used the planes as a long-range escort fighter. Radar-equipped F-82s were used extensively by the Air Defense Command as replacements for the Northrop P-61 Black Widow as all-weather day/night interceptors. During the Korean War, Japan-based F-82s were among the first USAF aircraft to operate over Korea. The first three North Korean aircraft destroyed by U.S. forces were shot down by F-82s, the first being a North-Korean Yak-11 downed over Gimpo Airfield by the USAF 68th Fighter Squadron.

On 27 February 1947, P-82B 44-65168, named Betty Jo and flown by Colonel Robert E. Thacker, made history when it flew nonstop from Hawaii to New York without refueling, a distance of 5,051 mi (8,129 km) in 14 hr 32 min. It averaged 347.5 miles per hour (559.2 km/h). This flight tested the P-82's range. The aircraft carried a full internal fuel tank of 576 US gallons (2,180 l; 480 imp gal), augmented by four 310 US gal (1,173 l; 258 imp gal) tanks for a total of 1,816 US gal (6,874 l; 1,512 imp gal). Also, Colonel Thacker forgot to drop three of his external tanks when their fuel was expended, landing with them in New York. ♦

"Big Bob" Memorial IMAC Contest

The April 23-24 forecast all week long predicted rainy, windy, and generally not-good-for-flying weather. Friday night brought a last minute glimmer of hope as it looked like there might be a weather window for a few hours on Saturday. Sure enough Saturday morning, although grey, was at least dry. Seven intrepid IMAC pilots signed in to compete. All seven were **Rogue Eagles!** We are pretty sure the low numbers reflected the traveling competitors due to weather considerations. The fact that the Rogue Eagles were well represented speaks optimistic for the future of IMAC in the Rogue valley.

In the Basic competition it was a real tight contest for all three places. **Jerry Stinson** (of pylon racing fame) just managed to edge out young **Tyler Johnson** with **Danny LaViolette** coming in Third. In the Sportsman class it was another total dogfight with only 24 points separating First and Second place. **Scott Hudson** and **Tim Agee** were fun to watch with Scott managing to hold off Tim for the win. These guys can really fly and just keep getting better! Third place was secured by **Tom Everts** who also was the senior Division champ!

Linda Sue Knudsen was there to hand out awards and help us share warm memories of her late husband and our friend, **Big Bob Knudsen**. Those in attendance who knew Bob remembered how much he loved to compete! Bob was inspirational to more than a few of us. There is some discussion about moving the IMAC contest back a little further in the year to help with weather and perhaps make the event more attractive to out of town competitors. I would like to take this opportunity to thank **Larry Cogdell** who toiled diligently as scorekeeper, without you Larry it couldn't have been done. Thanks also to **Matt S.** for helping Larry! We would also like to thank the ubiquitous **John Gaines**. As well as being the Co-CD and doing all the hard stuff, John handmade all our trophies and they are beautiful! **Larry Myers, John Parks and Corey Myers** also worked their tails off doing everything that needed doing. Thanks to everyone who came out even to spectate, next year bring a plane and give aerobatics a try. There is one thing for sure, it will make you a better RC pilot! Respectfully, **Strickdog** 🐾



Linda Sue Knudsen and Tom Everts

Can You Identify this Club Member?

Take a good look at the photo below, snapped in 1956. This well-known club member is proudly displaying his model airplane collection back in the day. Can you name him? The first right answer emailed to [Ye Olde Editor](#) will get some kind of prize (to be determined - don't get too excited!). Hey, guy in the photo - you're not eligible.



Here's a hint... It's not Tim Agee.

FROM THE YOU-GOTTA-SEE-THIS DEPARTMENT

[The Prototype: DoubleEnder](#)

This is a beautiful video. The airplane? Not so much. But it IS an amazing machine that's still under development.



5 ***Pitfalls in Learning to Fly a Model Airplane***

5 Common Radio Control Beginner Mistakes and How to Avoid Them

by Jason Cole Reprinted Article from [RC Groups](#)

1. Buying a plane not suitable for training.

It happens all the time, new pilots get enamored with the looks of a P-51 or a jet and they don't want to buy the basic looking trainer plane. Don't make this mistake! You need a nice stable easy to fly trainer before you can move up to the harder to fly more advanced aircraft. Take your time and you'll get there. Read this thread about some great trainer planes to start with.

2. Turning the wrong way when flying towards yourself.

When you are flying away from yourself, pushing right on the control stick will bank or turn the airplane to the right. Pushing the stick right will always turn the plane to the plane's right hand side. When you are flying back towards yourself, the plane's right is now your left. New pilots will want to turn to their right and therefore push right on the stick causing the plane to turn to the pilots left. This can confuse the pilot and cause them to panic. To turn to the pilots right, you would need to push left on the stick. It's a good idea to practise this skill on a simulator until it becomes second nature.

3. Flying in too much wind.

We've all been there. We just bought and built our new aircraft, we've watched countless hours of flying on YouTube, and we are anxious to get out there and fly. You must first ask yourself if the conditions are good for flying. If you have a micro plane and the wind is blowing 15-20MPH, you will not have a successful flight, but you will likely get to practice some valuable skills in repairing a damaged aircraft. Give yourself the best chance for success and fly in calm conditions. The least turbulent air is usually found in the first and last few hours of a day.

4. Leaving the battery plugged in.

Maybe your plane has a switch, or you turned off your radio first and the plane seems unpowered, but leaving your battery plugged in to the plane is a bad idea. It will slowly drain the battery down and end up killing it. It is also a safety hazard with Lipo batteries that could potentially puff up and ignite if discharged too low in this scenario. Get in the habit of unplugging the battery in the plane before turning off your transmitter.

5. Not killing the throttle.

New pilots tend to do this in an emergency. They lose orientation, or don't know how to correct and the plane is heading towards terra firma. You should pull back on the throttle stick. This will slow the plane down and if its going to crash, will mean there is less energy going into it which could cause less damage. Try to plan this in your mind so you are ready in case of an emergency situation. I've seen crashes before where you walk over to it and the motor is going nuts because the pilot still has full throttle on the radio. Don't be that guy and remember to kill the throttle.

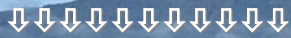
Conclusion

Hopefully by reading and thinking about these common mistakes, you can avoid some of the them during your training. What other mistakes have you made? We'd love for you to hit the reply button below and share your stories so others can learn from them.

Ye Olde Editor Note: Many of the comments that followed this online article contained advice on how to avoid Mistake #2. The most common recommendation was to push the stick on your transmitter in the direction of the low wing. Some recommended that you picture yourself as sitting in the cockpit at all times. You can reinforce this thinking by always turning your body to face in the same direction as the model, even if that means turning your back to the plane and looking over your shoulder. A few guys recommended spending time driving an RC car or flying on a simulator. Whatever technique you use, with enough practice and repetition it will eventually become second nature. Stick with it and have faith!

Oh, I just thought of a better title for this article: "**Don't Ya Wish You Read This Before You Started Flying?**"

ROGUE EAGLES



So nice of the Douglas County Fliers to host a big bird event for us at Henry's Winery near Sutherlin. Of the 25 pilots, 14 came from the Rogue Eagles. We took all the prizes too. They may not have us back! Thanks to Bob Campbell and crew for a great weekend of flying.

THIS IS THE BEAVER STATE . . .



Scott Hudson



Ron
McElliot



Chuck
Ammerman



Don Coleman (left) has achieved a mile stone in his life. On 4/3/2016 he took his check ride in a glider and got his pilot's license for gliders. A dream he has had since he was a little boy. and now he is a rated glider pilot.

FOR SALE

DW FOAMIES 48" YAK 54 PROFILE



FULLY ASSEMBLED, READY TO FLY

Comes with removable landing gear, brushless motor, servos, and RX that will bind with JR/Spektrum. Runs on three-cell batteries in the 1800 to 2300 range. I will include two 1.8 lipo packs. So literally bind and fly. **\$200**

Contact [Scott Hudson](#) **541-601-6647**

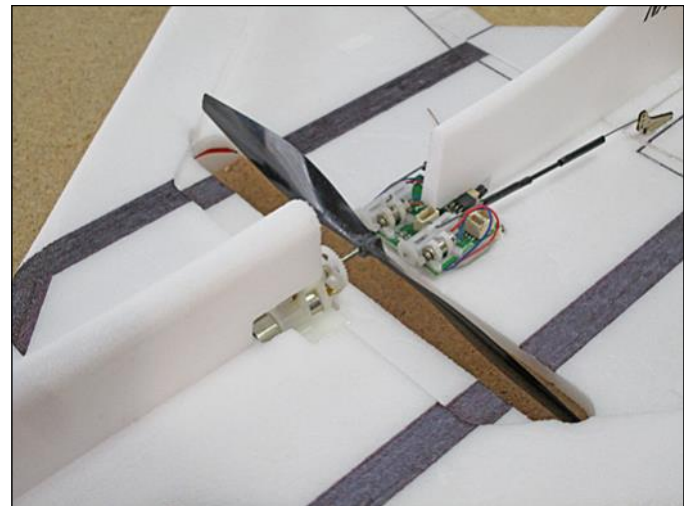
MINI REVIEW

Sawn Craft Micro F4D Skyray



by
Ye Olde Editor

As a bona-fide balsa butcher, this all-foam project was well out of my comfort zone. This \$25 kit from [Sawn Craft](#) comes with the parts CNC cut from Depron sheets plus hardware to make the control linkages. The builder provides the electronics, motor, and prop which can all be scavenged from a ParkZone Champ or P-51 foamy. There is a little instruction book that leaves a bit to be desired, but it's adequate. I printed the stars and bars myself on peel and stick labels. The other markings were done with micro-tip Sharpie pens. Being lazy, I picked a scale color scheme that was primarily white (like the foam). The completed model spans 12 inches and weighs just over an ounce. Controls are elevons, although the builder can opt to go with rudder and elevator.

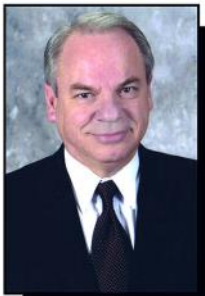


The Skyray was designed for indoor flying, but can be flown outside in a dead calm. It flies just fine and looks extremely cool in the air. It will loop, but it doesn't like to roll - tried it once and hit a tree! All in all, this model was a nice diversion from my other more-complicated projects. Sawn Craft makes several little foamy kits, be sure to check out their [website](#).

[Micro F4D Review on RC Groups](#)

[F4D History and Information on Wikipedia](#)

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Public Relations

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Field Maintenance

position is open

Webmaster

[Rick Lindsey](#) 541-776-5832

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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, May 10, 2016

Tuesday 7pm, June 14, 2016

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

[Click here for directions](#)

Seen at the April Meeting



Remember the two Little Stiks that Phil Beahne showed us last month? Well here's two more, the "SE-5" and the "Black Knight." Phil builds these to order, \$120. Call him at 541-727-7059.

Larry Cogdell did a wonderful presentation on his new battery charger, a Hitec X2 AC Pro. It can charge two separate batteries at once using AC or DC input. It features a special port where you can plug in a soldering iron for use in the field, and it even has an app for controlling it from your cell phone. Click the pic for [more info](#) from Hitec.

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

2016 ROGUE EAGLES ALL SCALE CONTEST MAY 21 -22

Pilot's Meeting at 9:00 am both Saturday and Sunday.

Aircraft Judging Saturday Morning, Then Open Flying for the Rest of the Weekend.

Awards in Four Categories: WWI, WWII, Other Military, and Civilian.

Awards Presented Saturday Afternoon.

Dry Camping Permitted. Nearest Hotel is Brookside Inn 541-826-0800

For More Info, Contact John Gaines, CD johng97525@msn.com

541-951-1947 (cell) or 541-582-3252 (home)



www.rogue-eagles.org