

December 2017



# ROGUE EAGLE

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



Our resident Santa Clause  
Rick Lindsey poses with his  
Stearman built from a  
vintage Sterling kit.





## Monthly Meanderings by Bruce Tharpe, Club President

### **Thought This Might Be the Time of Year to Relax...**

But I thought wrong! There's still lots of club biz and activities in the works. Behind the scenes we are still working on new assembly tables for the field and looking into that field turf from the softball complex. Did you know that US Cellular Community Park in Medford is the largest municipal installation of field turf in the United States with nearly 1.5 million square-feet of synthetic grass? The club committee investigating this is still undecided on the acquisition, but will be meeting with reps some time later this month. As promised, we will keep you posted if anything develops.

### **New Years Events**

Do you remember who made the first flight at our field in 2017? It was Jess Walls at midnight on New Years Eve, flying a Night Vapor just before the snow hit. Well, Jess has a bit of a crazy streak and wants to do it again - with friends! So we are all invited to join him at the field on New Years Eve, around midnight, for a night flying party to bring in the new year. No alcohol please! Jess tells me there will be no external lights (spotlights), so your model will need to be fitted with its own lights. Get ahold of Jess for more info 707-845-2833.

But the activities don't stop there. Come on out on New Years Day for our traditional Chili Dog Fly-In, hosted by Larry Myers. Rain, shine, show, or sleet - we'll be flying. The highlight for me is always the big bonfire, and of course the food. This is a potluck event, so bring a plane and something delicious to share with your club mates. 2017 Has been great, but I'm really looking forward to kicking off 2018 in style. This is fun stuff!

### **And the Build Challenge Rolls On**

There are now 24 builders signed up for the challenge. Outstanding! If you have been following our [facebook group](#), you've been seeing a smattering of updates from busy builders. I've had a hard time getting going myself. Most of the parts are cut, it's time to start gluing. Think I'm going to give up on "finding" time and start "making" time. Just gluing a part or two each and every day will result in visible progress which in itself is encouraging. My goal is to enjoy the build and to avoid panic time in March and April. Hey builders, let's see some of your projects in bare bones at the January meeting for Show 'N Tell.

### **Knee-Hi Flies**

Happy to report my little Knee-Hi 1/2A model survived its first few flights in a field near my shop. Not all was perfect - it needed a thrust line tweak and control throw adjustments. But overall, I'm happy with the little guy. Running that .049 brings

*continues...*



back a lot of memories of endless prop flipping, the shrieking noise, and the exhaust goo. My God, the slime! I find myself spending as much time wiping it off as I do in the air! The last flight ended in a busted tail wheel which needs fixing before bringing it to Agate Skyways.

### Membership Renewal Info

The changing of the calendar also means it's time for renewing your membership. Don't know about you, but I think the \$50 dues

for my Rogue Eagles membership is the best money I spend on the hobby each year. Maintaining the roster has been a group effort this year between Roger Hebner, myself, and now Jess Walls. In the interest of maintaining accuracy and keeping the roster up to date, we are requiring each member to fill out a renewal form when paying their dues for 2018. The club has done this a few times in the past, the last time being maybe five or six years ago. Along with basic contact info, there is a section on the form devoted to our club's Flight Achievement Levels Program. We are looking to update the



program in the next year, but the first step is to document each member's current status as best we can. If you don't know your flight level or have no interest, you can indicate that on the form as well. You will find the renewal form at the end of this newsletter. Please mail it in with your payment or bring it with you to renew at the January meeting.

*Bruce*

# Merry Christmas

### CRISTMAS PARTY REPORT

Good food, wonderful friends, and a festive atmosphere were all to be found at the annual Christmas Party. Many thanks to Twin Creeks Retirement Center for hosting the event. Thanks also go out to club members **Richard DeMartini** for making the initial arrangements, **Gary Croucher** (in photo) for taking care of all our award trophies, and **John Gaines** for handling the awards voting. A special thank you goes out to **Alicia Wolf** for gathering and donating a variety of door prizes for the ladies. **Larry and Patty Myers** once again helped at the door, thank you both very much. **Larry Cogdell's** slide show that ran during dinner was enjoyed and appreciated by all. Most of all, thanks to **Jay Strickland** who pitched in with arrangements, took care of door prizes, and kept the entire party flowing smoothly. Want to see more photos? Be sure to check out Larry Cogdell's [video on YouTube](#).



### Eagle Eye . . . Observations from around the club



*Cub Scout pack 100 found their way to Agate Skyways on a Sunday afternoon in November for a wild rocket launch. The scouts had a great time and the Rogue Eagles gained a new member out of it!*





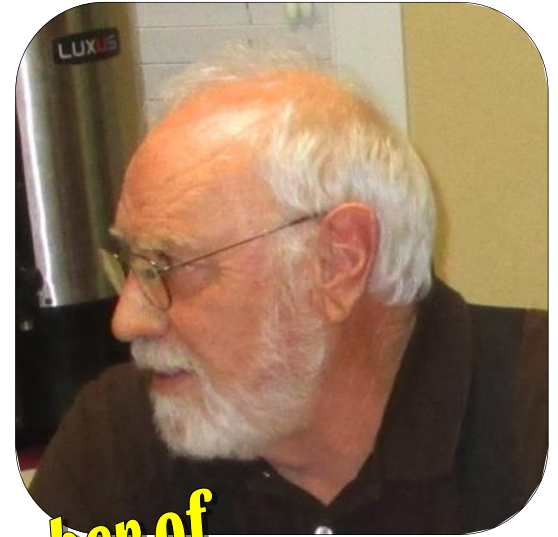
# 2017 ROGUE EAGLE AWARD WINNERS

*As voted on at the Annual Christmas Party*



**Modeler of  
the Year**

**Scott Hudson**



**Member of  
the Year**

**Jess Walls**



**Most  
Improved**

**Justin Bauman**



**Broken  
Prop**

**Rick Lindsey**



**Pylon  
Champ**

**Jerry Stinson**

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# 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.

*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:** The Boeing XL-15 by Phil Baehne is taking shape. Bizarre! Maiden flight will be a "must see."

**RIGHT:** Larry Myers is making excellent progress on his Denight Special racer. Says he's leaning towards cream/gold for color scheme. Can't wait!





# Chinese Fruit - Stability on the Cheap

by Ye Olde Editor

Many of you know me to be a devoted “balsa guy.” But I get plenty of opportunities to fly micro foamies thanks to my dad, Bruce Sr. He has amassed quite a collection over the years to fly in a hay field on his own property and yeah, he lets me play with them too! As you might imagine, a lot of them are Horizon Hobby products, under the brand names of ParkZone, HobbyZone, and E-Flite. You have to admit, the airplanes are engineering marvels, and the electronics are amazing. Not long ago, the receivers in some of these Bind-N-Fly models were integrated with AS3X, an artificial stability technology that in my humble opinion is nothing short of incredible. Its greatest claim to fame is allowing these featherweight models fly in winds that would normally throw them around like crazy. In a nutshell, I like AS3X.

For the record, I consider myself a decent pilot and don’t need artificial stability to fly. But I do like flying smoothly, and I like how AS3X smooths out the flight, especially when windy. I researched stabilizers (often called gyros) a little bit and was pleased to learn that they are not just for newbies - a lot of pro pilots swear by them and use them in some pretty sophisticated airplanes. With this in mind, I started looking at some top-shelf stabilizers like the Powerbox iGyro and Bavarian Demon Cortex. These can be adapted to any type of fixed-wing models, right on up to turbines. But they cost several hundred dollars, and I wasn’t ready to make that leap just yet. I’m a cheapskate and wanted to start at the low end and work my way up.

One of my favorite UMX planes with AS3X was the Icon A5. So dad got me the larger version as a gift, without a receiver. I knew it would fly just fine without a gyro, but my brain was wrapped around the idea of trying a stability system, mainly to see how it would work on a somewhat larger model. About that same time, dad also gave a foamy powered glider called the “Funter.” That’s not a typo. I don’t know if the Chinese factory was trying for “Funster” or “Hunter” or what, but something got lost in the translation. My expectations for the Funter were pretty low, so I considered it an expendable testbed for some cheap stability systems.

Now a powered glider and a seaplane sound like two very different types of models, but looking at them, I noticed they were actually very much alike. Both have long wings with ailerons, and both feature a high-mounted pusher motor. My thinking was that if a stability system tests out well in the Funter, it should work equally well in the Icon.

You can find stabilizers that are stand-alone units that plug in between the receiver and servos, or you can find receivers with built-in stabilizers. I wanted to try the built-in type so ordered a couple of [Orange GA7003XS](#) receivers from HobbyKing, mainly because they were compatible with my Futaba FFAST radio. The price was right, about \$35 apiece. I installed the first in the Funter and... it didn’t work right. It worked as a receiver just fine, but the stabilizer acted like it was wired wrong. When I rocked the wing right and left to test the ailerons, the elevator reacted. Lifting the tail up and down to test the elevator resulted in the rudder twitching. Now these gyros have to be oriented properly in the fuselage to function properly. I tried every possible position. Trust me, there was no way to orient the unit to make it work. Receiver #2 did the same thing!

It’s well known that HobbyKing has about the worst customer service in the biz, but I decided to try contacting them anyway. I sent an email describing the problem in detail, thinking that maybe I missed something simple. Well, they got back to me but made no attempt to troubleshoot the problem, they simply refunded my order (store credit). Better than nothing I guess! But that was the end of my experiment with Orange products.



Ultra Micro Icon A5 (left) with AS3X is a joy to fly, but sadly no longer available. The larger [Icon](#) from E-Flite spans 1300mm is still available as Plug-N-Play or Bind-N-Fly with AS3X. Both models are engineering marvels, as is the full scale.



The [Origin Hobby Funter](#) served as my testbed for the Lemon receiver. It’s amazingly cheap, but required some TLC to repair some shipping damage and make it safe to fly. It doesn’t soar like a Radian, but it can do some nice aerobatics and the looks are growing on me. Weird name though, c’mon Origin.

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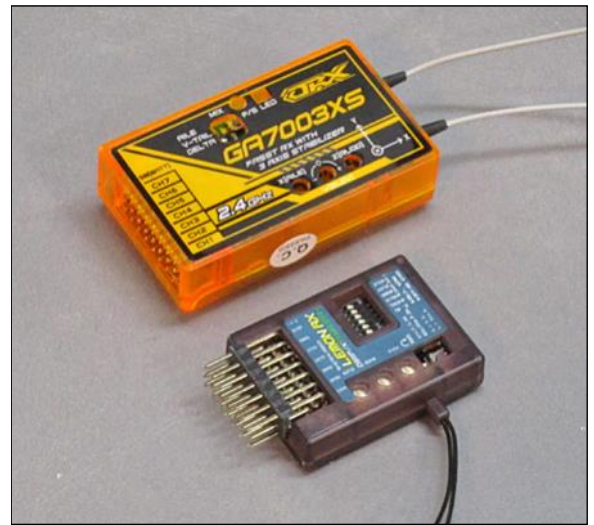
# Chinese Fruit *...continued*

I heard good things about Lemon receivers, so I ordered up a couple of [Lemon 7-channel receivers with built-in stability](#). The big difference with these are they are compatible with DSMX, so I needed to come up with a Spektrum transmitter. Dad came through again with a radio, and the first Lemon was installed in the Funter. Interestingly, Lemon provides no instructions - they point you to an "official" thread on RC Groups thrown together by one of their loyal customers. It's a confusing mass of information to wade through, but finding the important stuff wasn't too hard. I did all the wag tests on the ground and... success! Finally, a product that seemed to work as advertised.

Of course, the true test was in the air. Unlike AS3X systems in the micro foamies, this stability system could be turned on and off with a transmitter switch. I tried the Funter on a breezy day, without stability at first. The model flies exceptionally well, but the wind bounces it around as you would expect. With stability switched on, you could see the difference immediately; much smoother. Not rock solid - you can still detect tiny wing dips followed by corrections from the stability system. That makes sense because the system can't make a correction until there's a displacement. So the model doesn't fly through bumpy air smooth as silk. I hate to call it jerky, but you can see it (and hear it!) working. It's a little more obvious than AS3X on the micros, but that may be a function of the larger moments and inertias of a larger airframe.

Satisfied with the performance in the Funter, Lemon receiver #2 was installed in my big Icon shortly before the float fly. Again, the system worked beautifully all weekend. The big Icon model, without stability, has a reputation for wagging its tail in dives. With the Lemon smoothing things out, that tail wag never had a chance to develop. So bottom line is the Lemon works and I like what it does to smooth out the flight in turbulent conditions.

Eventually I'd like to try mid-priced unit like the Eagle Tree Guardian or Flex Aura, both of which are closer to a hundred dollars. Not convinced yet they are ideal for all types of models. I would lean towards using them in planes that are meant to fly smoothly like gliders, warbirds, and other scale ships. Remember, these stabilizers are not autopilots - they do not fly your plane, they do not limit control, and they do not prevent crashes. They are designed to work in the background, smoothing disturbances, making you look like a better pilot.



Here they are, the Orange and the Lemon. The Lemon is a little smaller, lighter, cheaper, and it works! Both units feature ground-adjustable gyro gains for each flight control surface. I've not tried adjusting mine, they seem to be working well right out of the package. There are tiny dip switches to configure the units for V-tails or flying wings. The Lemon has a wing-leveling mode that I haven't tried yet. It's also available with end pins as shown or top pins that may work better for certain installs.



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# How **NOT** to Make Friends at the Flying Field

reprinted from [Modelairplanenews.com](http://Modelairplanenews.com)

Ok with tongue firmly set in cheek, here are some not so set in stone rules to live by if you want to enjoy the hobby and make friends at the club flying field.

## KNOW-IT-ALL



Step one is to keep everything in perspective. Hey man! This is a freakin' hobby and is supposed to be fun! People don't need pressure at the flying field, there's plenty of that in the real world. If you always find yourself compelled to show everyone what you know and point out what they don't — chances are you're already one of the hated guys.

The next thing is don't try to be Joe Cool at the field! Don't fake it. Being yourself, no matter what pops up is a good plan. Even when you're not on the flying field.

Remember, neatness counts! No! Your airplane doesn't have to look like a trade show winner, but neither should it look like a leftover from the latest club auction. Try to improve your skills with every new plane you build and try to make it look as nice as you can. And what about your pit area? It shouldn't be spread all over the place. If you last flew from station 2, why is your radio on the picnic table and your starter box at station 4? Nobody likes a slob!

Watch the clock. Nothing gets people's dander up more than a sky hog. You know, the guy who just has to take every possible opportunity to be in the air flying his plane. Really unless you are always helping someone learn to fly, this is a sure sign of a lack of common courtesy and a lack of team spirit. Remember, less air time means more face time with other club members.

Reach out! Ok, so you've been a member of the club for more years than most other members have been alive. If you don't want to be viewed as one of the less valuable dinosaurs in the club, try reaching out and help newer members learn the ropes! No, this doesn't mean yelling at them every time they make a mistake. How about after they land and gather their thoughts, offer them a drink of water and chat a bit about what makes a good (and better) RC pilot.

Rules for everyone? If you're the kind of guy that thinks rules apply to everyone else but not to you, then there is a good chance, this whole story is about someone exactly like you. It's that old "do as I say, not as I do" attitude that trips people up. It's all about keeping every one safe and increasing that all important fun factor that got everyone into the hobby in the first place.

Try to be socially acceptable. Demonstrate common courtesy and some average social skills. You don't have to be the life of the party, but when someone comes over and asks a question, don't just stand there and give 'em your "old" one-word answer. You might be happy being the grumpy old guy but it's not a good plan for helping the club and your hobby grow.

Finally, to really be the least hated guy at the flying field, try working with everyone and give something back to the club before you try to change things. Be a volunteer and help with events that bring some coin into the club. Don't grumble at all the meetings about what you don't like. Join in and help make it better by getting involved.







## Officers and Staff

Click on any name to send email

### President

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### Webmaster

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

### Chief Flight Instructor

[Jess Walls](#) 707-845-2833



## 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](#)

## Seen at the October Meeting



TOP: Joe Geiger's foamy flying fish from Hobby King. Fun! Bottom: Rob Merriman's foamy A-10 ducted fan jet from Freewing.



## Club Merchandise

These items are usually available at the meetings.

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



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# 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.