

July 2018

ROGUE EAGLE

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



Accomplished jet flyer, **Larry Cogdell**, says "This fighter is awkward to hold with all the armament in place." But that's what makes it so awesome! He also sent along this info: "The F-16 foamy is made by Freewing. Lots of great features. LED afterburner lights, strobes and nav lights, scale metal retractable gear, 90 mm EDF using a 6 cell 5K battery through a 130amp ESC. Runs for about 4 minutes. A little tricky to fly but looks great. Comes with missiles too. Cost about \$500. You add the battery and receiver."



Suzanne McCuiston Steps Up in a Big Way

In case you haven't heard, there has been a change regarding the club merchandise. Our current Haberdasher, Phil Baehne, has done a wonderful job for many years, but lately he's been on the lookout for a replacement. Suzanne McCuiston is always looking for ways to help us out, so she volunteered and is now our new "Lady Haberdasher." Thank you Phil for your service to the club, and thank you Suzanne for stepping up to the challenge. Here's a pic (below) of the merchandise transfer in late June...

Suzanne already has ideas for new shirts and products, but is looking to move out some of the old inventory first. She marked down the price on remaining shirts and mugs, and has already raised hundreds of dollars for the club (by setting up shop at the Big Bird event and a club meeting).

Suzanne and her husband Dale live very close to Agate Skyways, so you can order something and pick it up at the field. She will probably be there anyway because she's learning to fly and getting better every time out. You can find her contact info on the last page of this newsletter.

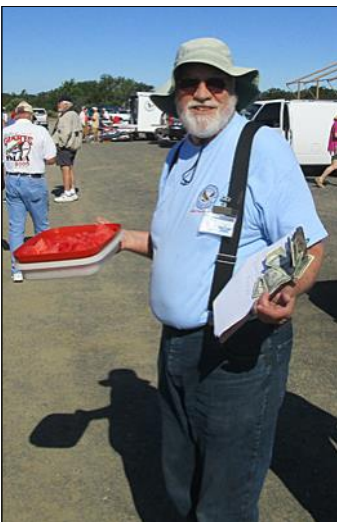


Lost LiPos

A club member left some batteries at the field earlier this month and needs them for the airshow. They are 4S packs and were packed in a black box. If you found them please [contact me by email](#) or phone 541-582-1708 and I will put you in touch with the member (and no, it's not me!).

Swell Swap Meet

Jess Walls organized a club swap meet in early July and it really went well. Here's a note from Jess with more info... *"A good turn out for the swap meet in spite of reduced rations and a \$2 entry fee donation. Seemed like everyone had a good time, found some bargains, got rid of things they weren't using, made room for new stuff and discussed all kinds of important things!*



"Oh, and we made them work besides! Goat Head / Puncture vine. Terrible weed! It's ideal medium is a relatively poor, dry, gravelly soil. Like the DG at our flying site. We are infested. Thankfully we had a few hardy members who took time out from swapping airplane stuff to cut the nasty plants back! This is an ongoing process, not a project that has an end, sad to say.

"Special thanks to: Larry Cogdell, Chuck Bowers, Steve Bull, John Gaines, Scott Hudson, Bruce Tharpe, and Alan Littlewood for attacking the weeds today!"

~Jess

continues...

Coming Soon - Hobby Lobby

This is probably old news for most of you, but just in case... This sign is out front of the old Costco building.



I'm sure you also know that Hobby Lobby is not an RC hobby shop. It's a giant chain store that caters mostly to crafts, similar to Michael's. It will still be fun to visit, and chances are you will find tools and things to use in your RC hobby.

[KOBİ News Coverage](#)

Airshow is Creeping up on Us

We've reached the big 4 - Oh! That's right, this year's airshow will be our 40th annual. Incredible, right? I've been in the club for 25 years now, and participated in the show most of those years. Long-time members remember well the years when we did **two** shows each day, usually in triple-digit heat. We've got it easy now!

In the past, I also remember us offering buddy box time to interested spectators after the shows. It's something I'd like to see us bring back this year. What we need are four or five qualified pilots with trainer planes and buddy box systems. Each pilot would be teamed with another club member who would be in charge of



Eagle Eye ... Observations from around the club



The big Flybaby Bipe, donated by Martin Sherman and Rick Lindsey (above), was raffled off at the Big Bird Event. The raffle brought in \$380 to the club. Richard Schwegerl won it, then sold it, and donated THAT money back to the club! Thank you Martin, Rick, and Richard.



An EDF jet for \$5.00? Mick Valenti was all over that! Some of the deals at the Rogue Eagles Swap Meet were too good to be true.



Need some quick wheel chocks for transporting your plane safely? Nike makes a nice set, as does Reebok, Puma, Adidas...

handling the eager waiting pilots (usually kids) so the real pilot can concentrate on his student and his plane.

I'd like to get this organized and arranged well in advance of the show. If you would like to help out as a pilot or ground helper, please contact me (bruce@btemodels.com or 541-582-1708). Besides this newsletter announcement you're reading right now, I'm not going to be calling around trying to recruit people. If you want IN, you need to call me or email. If there's a lack of response, we'll just have to file this in the "bad idea" drawer...

As always, there are jobs available at the airshow for anyone willing to volunteer some time. Of course, the funnest "job" is flying for the crowd (no autocorrect, not funniest - funnest!). Many of our acts are carry-overs from past airshows, but we can make room for new ones. Keep in mind, the best acts for a public airshow like this are ones that make the audience laugh (hmmm, maybe funniest was the right word after all). Anyway, if you've got an idea for something new, go ahead and bounce it off the event CD, Larry Myers (highflyer21@centurylink.net or 541-840-7028 before 7pm - he needs his beauty sleep).

We will get into airshow preparations a bit more in the next newsletter. For now, let's get those planes ready. Check you batteries, run your engines, and practice your routines!



Finally! The club voted in **Roger Hebner** as a lifetime member of the Rogue Eagles earlier this year. Since then, we had a nice plaque made to commemorate the occasion. But Roger had to resign as club treasurer due to an issue with deteriorating eyesight. I rode around with that plaque for months before finally running into Roger at the control-line circle in June. Simply put, he was overjoyed and deeply honored by the recognition. Here's Roger with his Cardinal profile stunt ship.

Welcome to the Rogue Eagles!

We have two new members this month...

William Kanehl from Medford

Mike Bastain from Grants Pass

Don't Forget VRCS

Our vintage RC event is scheduled just one week after the airshow. Actually, it's less than a week because the VRCS event is FRIDAY and SATURDAY - not your usual weekend. We will be doing the Class II & Class III pattern schedules again as a fun side event, so here's the lists of maneuvers for anybody who wants to practice.

Bruce

| Class II | Class III |
|------------------------|-----------------------|
| 1. Takeoff | 1. Takeoff |
| 2. Straight Flight Out | 2. Stall Turn |
| 3. Procedure Turn | 3. Three Inside Loops |
| 4. Straight Return | 4. Three Axial Rolls |
| 5. Stall Turn | 5. Immelmann Turn |
| 6. Three Barrel Rolls | 6. Reverse Cuban 8 |
| 7. Three Inside Loops | 7. Rolling 8 |
| 8. Immelmann Turn | 8. Inverted Pass |
| 9. Split "S" | 9. One outside Loop |
| 10. Rolling 8 | 10. Split "S" |
| 11. Three Turn Spin | 11. Three Turn Spin |
| 12. Touch and Go | 12. Touch and Go |
| 13. Landing Pattern | 13. Landing Pattern |
| 14. Landing | 14. Landing |

Facebook Chuckle: Some random poster wrote ...

You know your date with a pilot is half over when he says, "Well, that's enough about me, let's talk about airplanes."

ROGUE EAGLES' BIG BIRD EVENT REPORT

photos by Pat Dunlap and Ye Olde Editor



CD **Gary Neal** did another masterful job hosting the annual Big Bird Fly-In at Agate Skyways. Twenty or so pilots signed up for the three-day event. Temps were toasty, but not furnace-hot like some years. Gary kept everybody nourished properly with coffee and doughnuts in the morning, and Victory Dogs at lunch time. If you summed it up into one word, it would have to be “pleasant”. Good food, good flying, good friends.



It was great to see **Larry Maertz** out there with his big ‘ol yellow Cub. Looks like he’s checking with his miniature pilot in the rear seat to make sure he’s ready to go. Just part of the pre-flight routine.



Steve Bull was there with his trusty World Models Clipped-Wing Cub. Its twin-cylinder four-stroke engine is a perfect match for the plane, and Steve does a smooth job on the sticks.



Jay Strickland resurrected **Fred Sargent’s** mighty Sea Fury for the event. Here he’s working on an aileron linkage issue. Later on, Jay managed to get it airborne only to find it way out of trim. He calmly set it down, using nearly the entire length of the 600-foot Strickland Strip. And now we know why it’s that long....



I asked **Paul Starks** if this was his Cessna. He said “Look through the windshield!” Sure enough, there was the lovely **Debbie Starks**, rarin’ to go as usual. Super Tigre power; pretty plane. ❖

What's So Great About Glow Engines?

by Bob Reynolds

Reprinted from [The Balsa Workbench](#)

Ye Olde Editor' Note: *I don't often use articles from outside sources, but this one seems to hit the nail on the head about Glow vs. Electric. And for you newbies, I still prefer to call them "glow engines" instead of the currently-popular phrase "nitro engines". No. Just stop it.*

In the early days of model airplanes, there were control line planes and free flight planes, and a model plane engine ran on gasoline. It had a battery and a coil to make a spark. This was way before my time. When RC became the next big thing, the glow engine came with it. For the next five decades or so, glow engines were synonymous with model airplanes. I have spent most of my time in the RC hobby during the golden age of the glow engine, which today has given way to the electric motor.

Now that electric power has overtaken glow power in popularity, I've noticed that newcomers to the hobby tend to treat glow engines with suspicion, and I'm pretty sure this attitude is encouraged by long-time RC pilots. It seems weird to me that most of the guys who spent decades having a ton of fun with glow engines suddenly can't say anything nice about them. It's as if we all got old and decided that noise and oil were just too much trouble, so the new guys shouldn't bother with it either.

As you might have guessed, I'm not one of those guys. I've been playing with glow engines since 1986 and I still think they are super cool. If you are just now getting into the hobby and you are being steered away from glow engines, you might want to think again. Glow power still has some advantages over electric, and it's still a lot of fun.

Whenever the glow vs electric question arises, the first point that always comes up is ease of use. With a glow engine you have to carry fuel, pump the fuel into the tank, stick a battery on the glow plug, start

the engine, tune it, and then when the flying is done, wipe the oil off the plane. With electric power you just plug the battery in and fly. But when the battery is dead, you have to wait while the battery recharges. Meanwhile your flying buddy with the glow engine is simply pumping fuel for 30 seconds and then flying again.... and again and again.



But the electric pilot could fly over and over if he brings enough batteries, right? Well, that leads us to the next point that I always hear, which is the cost issue. Everybody has heard by now that glow fuel is too expensive, so you would be better off flying electric models. But what about those extra batteries? They cost money, and so does the fancy charger to charge them. Also, LiPo batteries sure seem to have a high attrition rate. You could compare the cost of glow fuel to the cost of ongoing battery replacement.

I think you have to weigh these two points against each other and decide if you want to buy a bunch of extra batteries and charge them all at home, or if you want to deal with oil and some extra field gear. To me it looks like a toss-up. You probably thought I was going to say that glow engines are better because I like them, but I can see how you might take a critical look at the options and choose either one based on logic. Both have conveniences and inconveniences, plus extra costs.

This leaves only the most important factor, your personal preference. To me, the RC flying hobby is about three things. There's aeronautical engineering, there's cultivation of piloting skills, and there is the enjoyment of mechanical equipment.

I think all model airplane pilots are into the first two to at least some extent. Some of us are also very much into the third. I really enjoy looking at and using model engines, but I'm sure some people do not. I'm also sure that a lot of RC newcomers would enjoy running model engines, and I'd hate for them to be warned away by older RC pilots because they are "just too much trouble". For guys like me, engines aren't trouble that gets in the way of flying a plane. They are a big part of the fun.

Oddly enough, in the size range where glow engines have been most thoroughly replaced by electric power, from .049 to .25, the engines are generally quiet (aside from the screaming 049), fuel efficient, lightweight, and very easy to run. The conventional wisdom says that for small planes electric power is the obvious choice. But think again and it doesn't seem so obvious. With an OS 10 you can fly all day with 12 ounces of fuel and your neighbors won't even hear you. In addition to being very well mannered and reliable, an OS 10 is just plain cute.

If you're a new RC enthusiast and you are intrigued by glow engines, go ahead and give them a shot even if your flying buddies are warning you away. They're a lot of fun. If you want to learn more about them, I have a friend who has a really good youtube channel with engine videos where you can learn to buy, repair, maintain, and run both 2 and 4 stroke glow engines.❖





email: merrimans@charter.net

FOR SALE

E-FLITE CARBON-Z T-28

- Giant 78" wingspan
- 60 size brushless outrunner 500 kv motor
- 70 amp brushless ESC, switch mode BEC, EC5 connector
- (6) 25g metal gear servos, (1) 16g metal gear servo (nose)
- Retracts and flaps
- Upgraded custom soldered control rods with metal clevises
- Highly visible in flight
- Easy breakdown for transport
- Never crashed
- PNP-Needs receiver and battery

A dream flyer ... **Asking ~~\$390~~**
 Rob Merriman (541) 951-4466

**Now
\$350**

PLANNER 4 U



- Experience, Education, Excellence
- Investment Strategies & Management
- Fee-based or Transactional
- Retirement Planning
- IRA Distribution Planning
- Estate Planning

Larry Cogdell, CFP®, ChFC®, CLU®
 CERTIFIED FINANCIAL PLANNER™
 46 YEARS EXPERIENCE

Planner4U LLC

541-770-6999

www.Planner4U.com

833 Alder Creek Drive Ste A, Medford

Securities and investment advisory services offered through SagePoint Financial, Inc., member FINRA/SIPC and a registered investment advisor. Planner4U LLC is not affiliated with SagePoint Financial, Inc. or registered as a broker-dealer or investment advisor.

NOW IS THE TIME to start plastering the Valley with our Air Show Flyer, provided on the last page of this newsletter. If we want spectators, it's up to all of us to spread the word and advertise. Print the flyer and post it at work, school, church, or anywhere else it will be seen by lots of people. To print, scroll down to the last page so the flyer is visible, hit "Ctrl+P", select "Current Page", and hit "Print". Even if you don't plan on coming to the air show, you can help out your own club by doing your best to promote it. There are just a few weeks left, so the sooner the better!

**OUR SUCCESS DEPENDS MAINLY ON
 TURNOUT - WE NEED AN AUDIENCE!**



Officers and Staff

Click on any name to send email

President

[Bruce Tarpe](#) 541-582-1708

Vice President

[Ray Wasson](#) 541-855-7541

Secretary

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

Treasurer

[Joe Geiger](#) 541-500-8345

Board Members at Large

[Scott Hudson](#) 541-291-6477

[Jerry Stinson](#) 541-778-7113

[Tim Agee](#) 541-826-9254

Safety Coordinator

[Jay Strickland](#) 541-830-7976

Event Coordinator

[Sean Mersh](#) 541-890-3087

Newsletter Editor

[Bruce Tarpe](#) 541-582-1708

Public Relations

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

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

Meeting Information

The next two General Membership Meetings are scheduled for

Tuesday 7pm, July 10, 2018

Tuesday 7pm, August 14, 2018

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

[Click here for directions](#)



Seen at the June Meeting



Steve Schooler brought in this gorgeous Formula 1 racer, originally built and finished by long-time member, Guy Laine. Steve may get it flying again.

Club Merchandise

These items are usually available at the meetings.

To purchase, call [Suzanne McCuiston](#) 541-613-0633

T Shirt



S-XL \$10 XXL \$12



Hat . . . \$10



Coffee Mug

\$12



Vinyl Decals

1.5" \$1.00 2" \$2.00



Name Badges

\$6.00

\$4.95

Order New-Style (Top)
[John Gaines](#) 541-951-1947

Order Old-Style (Bottom)
online nicebadge.com



40th ANNUAL R/C MODEL

CHARITY

AIRSHOW

2018

FLY GUYS

**AUGUST
25 & 26**

SHOW STARTS AT
12:00 NOON EACH DAY

Great Family Show for All Ages!



WARBIRDS



Food on Site **VICTORY DOGS**



DRONES



CANDY DROP



**JETS - RACERS - PLANE RAFFLE
MUCH, MUCH MORE!**

Event Support Provided by:

PARR
L U M B E R

AI's
Cycle and Hobby
SOUTHERN OREGON
PRINTING

Admission is free, but a donation of \$5/adult is requested. 100% of the gate is donated to the Children's Miracle Network (Asante Rogue Regional Medical Center).

Directions: HWY 62 north to HWY 140, turn right and drive 3.5 miles. Turn right on E Antelope Road, drive past Stone Ridge Golf Course, follow signs to Agate Skyways.

