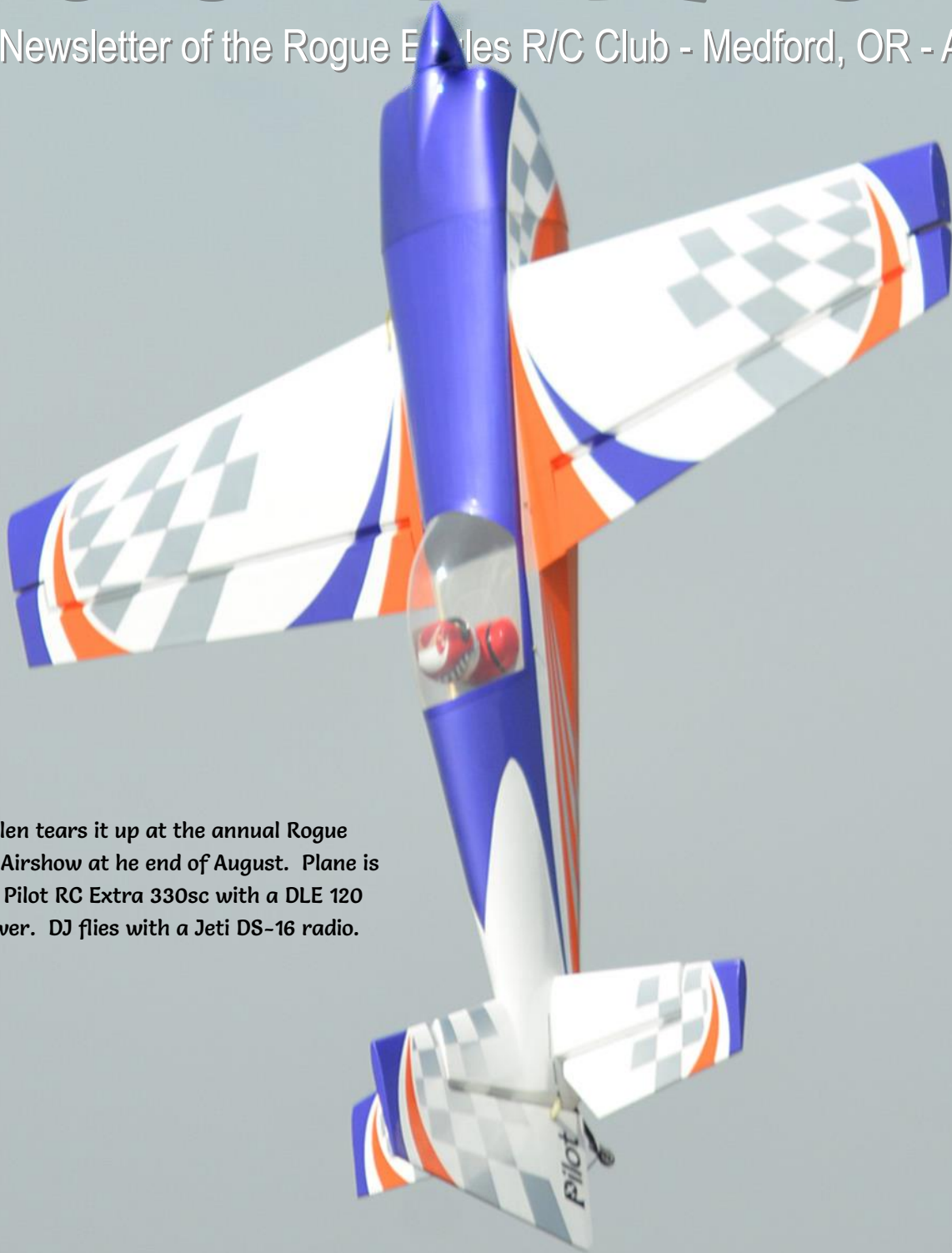


September 2018

ROGUE EAGLE

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



DJ Coplen tears it up at the annual Rogue Eagles Airshow at the end of August. Plane is a 35% Pilot RC Extra 330sc with a DLE 120 for power. DJ flies with a Jeti DS-16 radio.



Another Rogue Eagle Flies Home

Another month, another club member. I'm sure it is news to no one that our loyal friend Gary Neale passed away earlier in September. He battled long and courageously, remaining upbeat and brave to the end. I feel safe in saying that we all loved the guy and will miss him dearly.

You could not help but to admire the man's personal character.

Thinking of Gary brings to mind the Scout's Law, you know: courteous, friendly, kind... Gary was all that and more, including a talented entertainer and a skilled modeler. He loved warbirds, float flying, and giant scale, and was the CD for our annual Big Bird event. He worked tirelessly at our field, with the goal of improving the facility for everybody. Last year, the club voted unanimously to make him a lifetime member of the Rogue Eagles.

Gary and his wife, Wendy, were fixtures at nearly all of our events for as long as I can remember. Oh, and that includes their faithful dog, Lucy, as well. Considering how much he cherished being a part of this club, Wendy is arranging a Celebration of Life to be held at our flying field (more info at right). If you are so inclined, bring some thoughts to share about our man of honor. Also bring some food to share at the potluck (immediately following the ceremony) and an appetite. Out of respect for the attendees, we plan to close the field to regular flying during the special ceremony.

Of course, on behalf of the club, please allow me to

extend our sincerest condolences to Wendy and all of Gary's family. The man was always a joy to be around. Gary made his mark on Agate Skyways and his presence will be felt for years to come.



continues...



Everyone's Invited to a *Celebration of Life*

for Gary Neale

October 6, 11:00 am

Agate Skyways

To be followed by one of our famous
Pot Luck lunches, so bring along
a side dish to share.

Airshow Wrap Up

It was great to see a few new wrinkles in the line-up this year. The 3D heli flight by David Nardo was a hit - we need you both days next year David! The formation flight by Scott Hudson and Jerry Stinson was outstanding. Darth Cogdell was a crowd favorite. And it was great to see the return of buddy box flying at the end of each show.

In his annual debrief at the general meeting following the airshow, event CD Larry Myers was generous with his praise for all of the pilots and hard-working volunteers that made it run so smoothly. But once again, it is Larry and his wife Patty who deserve much of the praise. They have built it into an amazing spectacle. There's not much they can do to make it better.

But there is room for improvement from the rest of us, in the form of generating income for the club. In the past few years, we have made money primarily from our raffle, but it takes time and effort to round up quality prizes, preferably donated, to make it successful. Larry spent months pleading for someone to take the reigns on the raffle, but it never happened. In the end, we just had to buy some stuff and ended up pretty close to break-even.

There are other means of making a bit of money for the club. We could get back to having our own food and drink sales. We could sell advertising in the little handout that we give to each carload of spectators.

The airshow doesn't have to be a big money-generator for our club; we'll be alright. But with a little re-focusing and advanced planning, it could be.

continues...



Eagle Eye . . . Observations from around the club



And this, right here, is the primary result of our charity airshow. Larry Cogdell presents the gate proceeds (plus some extra donations) to Kevin Bendaw from Asante's Foundation Children's Miracle Network. This not only benefits the CMN, it helps build goodwill for our club in the Southern Oregon community.



Our friends to the north, the Rogue Valley Flyers, held an Open House at their new field in mid-September. The Grants Pass Skypark features an impressive 600-foot runway of firmly-rolled DG. There was an amazing amount of activity, and Rogue Eagles were there in force. In the pic above, Tim Agee is wowing the crowd with some wild aerobatics. Our own Art Kelly (right) was highly involved with the RVF before moving to Medford, and was one of the driving forces behind acquiring the new field. It's located in the middle of Fort Vannoy Farms. There are no trees to worry about, but I'm told that the surrounding cornfields have already claimed a couple of models. All in all, it's a great place to fly. Congrats RVF!



A Super Donation

After buying an upgraded speaker/PA system for his personal use, Larry Cogdell decided to donate his old speaker to the Rogue Eagles. This is a significant piece of equipment! I have borrowed it in the past to play background music at the VRCS fly-ins. Earlier this year it worked great at the field to announce pilots and planes at our WBC maiden flight party. As an experiment, we hooked it up with a wireless microphone at our September General Meeting and everybody spoke through the speaker, making it much easier to hear above the air conditioner. The general consensus was favorable, so we will most likely continue to use it for all of our meetings. Thank you Larry, it's truly appreciated.

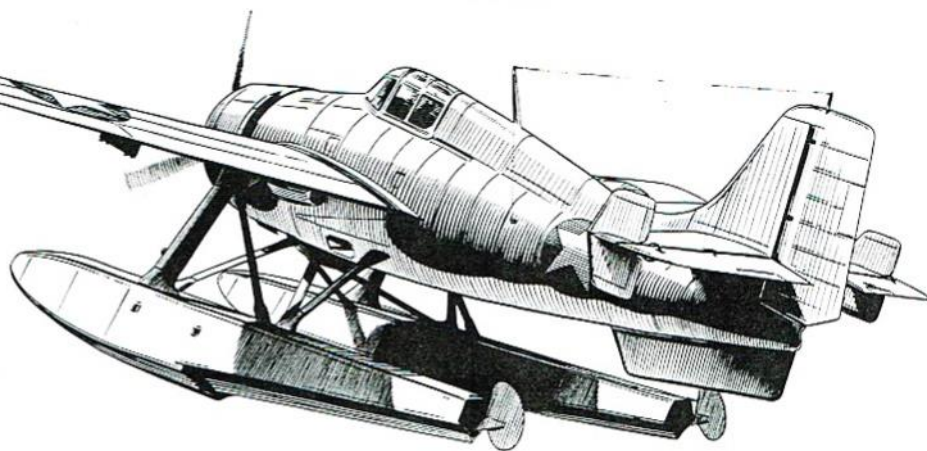
The WBC is Back!

Just a quick note here to announce the start of our second annual Winter Build Challenge. One of the things I really love about our club is that we still have a lot of traditional model builders. So no fence-sitting this Winter - pick a project and dig in. If you're new to building and want to give it a try, don't be bashful. Ask around for advice and guidance, There are lots of folks willing to pitch in and help.

Bruce

GRUMMAN WILDCATFISH

Taking their cue from the Japanese use of floatplanes in the south Pacific and Aleutian theaters, the U.S. Navy sponsored conversion of a standard Grumman F4F-3 Wildcat to a floatplane fighter. Work was done by the Edo Corp., who started the project in the Fall of 1942 and finished the twin-float conversion early the following year. Auxiliary rudders were added near the tips of the horizontal tail to maintain directional controllability comparable to the standard Wildcat. First flight on Feb. 28, 1943 showed the need for additional directional stability so a constant-depth ventral fin was added. Weight penalty of the floats and strut bracing was about 500-lb, an acceptable figure in an airplane



whose gross weight was 7500-lb. Take-off took about 34 seconds from the water, which wasn't so bad either. But the speed of the F4F, never of record dimension, was reduced by more than 60-mph, from 331-mph at 21,300-ft to

266-mph at 20,300-ft. Increased carrier availability and the phenomenal performance of the Navy's Seabee units which could hack out a jungle airstrip in short time eliminated the need for floatplane fighters in the U.S. Navy.

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Welcome to the Rogue Eagles!

We gained a new members this month...

Douglas Whitehead from Jacksonville

Our 40th Annual

AIRSHOW

is in the Books!

We got pretty lucky this year with the weather. There was smoke, but not nearly as bad as it was just a week earlier. And the temps were fairly tolerable for a change. If there's one thing this club knows how to do, it's put on an airshow! Re-live the two-day extravaganza with this collection of photos from three different photographers ...

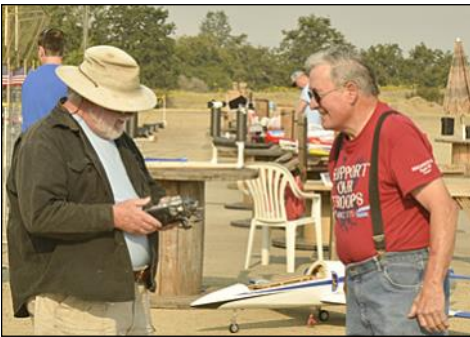


Behind the Cameras

Pat Dunlap
Raoul Salem
Ye Olde Editor



40th Annual AIRSHOW



40th Annual

AIRSHOW





Vintage RC Fly-In

Article and photos by
Bruce Tharpe, CD

Okay, I'll just say it. This is my favorite Rogue Eagles event of the year. I'm not alone on this - other members have said the same thing. And it's not because I'm the CD. It isn't a hard event to run, so I get plenty of chances to fly. Like I've said many times before, "I wanna play too!"

I really don't want to be that old fuddy duddy that gripes about ARFs and foamies and how good the hobby "used to be." The advances in this hobby are astounding and amazing, but there's no shame in looking back from time to time and embracing the nostalgia of your youth.

We are fortunate to have a lot of seasoned modelers amongst us. Not all clubs can say that. I've heard guys say "no body in our club builds anymore" and that is just sad.

So the Vintage RC Fly-In is more than a collection of old models. It's a gathering of modelers with like minds, similar backgrounds, and shared experiences in this hobby. It's wonderful and fun.

This year may have been the best one yet, weather wise. We had mostly blue skies, minimal smoke, light winds, and pleasant temps. Planes were in the air non-stop.

And the variety of planes was fantastic.

The Pilot's Choice was a two-plane race, and after all the votes were tallied, they ended up in a tie. My little Flying Flea and Ron Kelso's brand new P-51 built from a Top-Flite kit shared the honors. Sorry, I somehow managed to go both days without getting a pic of Ron's beauty. No doubt we will be seeing it in action for years to come. The poor Flea got flipped by a dust devil and needs some repairs.

John Gaines built an Aristo-Cat specifically to compete in the low-key pattern event, but decided it "wasn't flying right." After



Dale McCuiston and the famous Airborne oldtimer.



One of my favorites! Jess Walls flies this vintage Midwest Esquire with only rudder and throttle. And it's aerobatic! Jess also flew his Jr. Falcon to 2nd place in Class 11 pattern.

Vintage RC Fly-In

a bit of arm-twisting, I got him to give it a shot anyway "just for fun." One round was all he needed to walk away with first place in Class II (rudder, elevator, throttle). Way to go John!

There are a lot of people that helped make the event a success. It's been a few weeks, so if I forget a name or two, I apologize ahead of time! My flight judges were Eric Kirby, Doug Mc Kee, and Ray Wasson Jr. Larry Myers doesn't know how to function at the field without helping out in some way. Larry Cogdell took some nice aerial shots with his drone. Several folks contributed prizes to the raffle, including Bob Campbell, Richard Schwegerl, and a mystery donor who left three kits on the prize table without letting anybody know about it. Thanks! And a special thank you goes to Martin Sherman who contributed a complete, flyable, vintage model to the raffle. It was the plane he built for the build challenge last Winter, a Joe Bridi-designed Sun-Fli 4-20.

Most of all, I want to thank all the pilots who came from near and far to enjoy re-visiting the early days of RC. I hope you all enjoyed it enough to put on your "must-do" list for next year. ❖



Bob Stamm and his wife Glynn came out Saturday with their trusty Live Wire Champ. Bob allowed me the honor of getting it in the air, and of course it flew great. The entire Live Wire series of kits were incredibly popular in the 50's and into the 70's, but the Champ was by far the best seller. They were manufactured by Hal deBolt's company, DMECO.

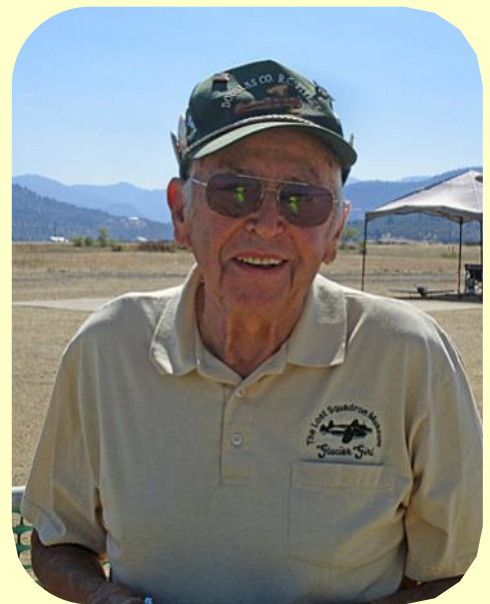


Your winner in the Class II pattern event was Jerry Stinson flying this Kaos 60 ARF. Yes, ARFs are allowed at VRCS fly-ins as long as the model DESIGN is vintage. Jerry flew many times, earning lots of raffle tickets. The strategy paid off when he won the first two prizes in the raffle.



Joining us again this year was Cal Orr and his wife, Marcia, from Burbank. Cal treated Ye Olde Editor to dinner on Saturday night - my turn next time! Here he is flying his Kwik-Fli III to second place (in a tiebreaker) in Class III pattern. Underpaid judges in back are Doug McKee and Eric Kirby.

Vintage Spirit Award Winner Bob Campbell



Bob flies with the Douglas County RC Flyers, but he manages to make time to come down to Agate Skyways for many of our events. This year, he and his wife got a nearby room so they could be at the fly-in both days. Bob was also kind enough to donate some great kits to our raffle. Considering his distance traveled, flying with us both days, and his joyful attitude, Bob displayed the spirit that makes this event special!



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Newsletter Editor

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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, September 11, 2018

Tuesday 7pm, October 9, 2018

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

[Click here for directions](#)

Seen at the September Meeting



Steve Schooler continues to impress with his fleet of aeronautical beauties. This 1/4-scale Stits Sky Baby leans more towards the cuter side of the beauty scale. The full-scale Sky Baby was billed as the "World's Smallest" with a wingspan of only 7 ft. 2 in. It now resides at the [Smithsonian Airand Space Museum](#).

WANTED

Looking for a good used O.S. or Saito or Magnum .70 - .82 four-stroke engine.

Please contact [John Buford](#) 608-698-6386

Club Merchandise

These items are usually available at the meetings. To purchase, call [Suzanne McCuiston](#) 541-613-0633

T Shirt



Name Badges

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

Order Old-Style (Bottom) online nicebadge.com

Event Announcement for the 2019

ROGUE EAGLES WINTER BUILD CHALLENGE

Let's do this again! Last year's WBC was a big success with lots of interesting projects emerging from workshops last Spring. C'mon builders, don't go into hibernation this Winter.

The main goal of the Winter Build Challenge is to stimulate and encourage traditional model building within the club. It will also be a good way for us to share modeling techniques and will hopefully provide some good content for our newsletter and facebook page.

The WBC is for experienced builders and beginners alike. It's important to know you will NOT be judged at any time on your building skills. Builders from other clubs are welcome.

The end game for this event will be a maiden flight party, some time in the Spring of 2019 (probably April). All entries will gather to make their maiden flight, one-at-a-time, on that day. Builders with successfully-flown models will have their names thrown in a hat for an excellent raffle.

Here's the Challenge:

- *Must be a NEW build from a balsa kit or plans. No repair jobs of previously flown aircraft. No ARFs. No foamies.*
- *Previously started kits are okay, but they should have no covering and the framework must be less than 50% completed.*
- *Models must be radio-controlled, of any size or complexity, and powered with glow, gas, or electric.*
- *To enter, you must post at least one current photo showing the starting point of your project on our facebook page or in the club newsletter. Remember, this is a social event - no secret projects allowed.*
- *To finish the challenge, your plane must be flown at the maiden flight party. The plane must take off, make at least one lap, and land.*
- *The Challenge is open to any AMA member.*

The challenge guidelines are semi-fluid. Special projects may be allowed by group consensus on facebook. It's not like this is a competition. The idea is to challenge yourself, learn a thing or two, share with others, and have fun.

If you are a relative newcomer to building, take some time to research your kit options and talk with a few experienced club members for ideas and advice. If you are an established builder, grab a kit out of your stash and start gluing!

Questions, suggestions, comments, or ideas? Contact Bruce Tarpe bruce@btemodels.com 541-582-1708

Announce your entry and provide project updates on [our facebook page](#)