

May 2017

ROGUE EAGLE

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



Scott Hudson and his new IMAC baby, an Extreme Flight
Extra 300. Read Scott's article inside for all the details!

Monthly Meanderings by Bruce Tharpe, Club President



First 100 Days

My buddy Larry Cogdell, half jokingly, threw this simple question at me: “How’d you like your first hundred days?” At the time, all I had for an answer was a wise crack, but I’ve actually thought about it a little more since then. The real answer is that it’s been great fun so far, and only a bit intense at times. I can feel the vibe from the members that they really want to see some of our approved projects

get done, yet we’ve been repeatedly delayed by rainy weather. Even our routine weed spraying keeps getting pushed back. None of this stuff has been forgotten... it’s just a matter of time and sunshine.

Runway Sealing - The Process Continues

The need for runway sealing was laid out pretty thoroughly in the last newsletter. Everybody seems to be in agreement that it needs to be done, and we have the funds in the treasury. Problem is, we need to approve the expenditure of funds. According to our by-laws, the board can spend up to \$300. The members can approve up to \$2500 by vote at a meeting. Sealing the runway will cost more than \$2500, so we need to follow the by-laws and have a club-wide vote to spend the money. A 30-day notification is also required before the votes are tallied at a club meeting.

So here’s how we’re going to do it... Elsewhere in this newsletter is the official notification and ballot, which begins the thirty-day notification period. The ballot is really only for those without email. Shortly after this newsletter is posted, we will send out an electronic ballot so you can vote by email. You can vote any time during the notification period, using email or the paper ballot. The votes will be tallied at the June general membership meeting. This is a new process for us, so feel free to contact any board member with questions or concerns.

Time for Some Fun at the Lake

Don’t know about you, but I’ve been itching for our flying events to get going this year. Actually, our big float fly is underway as this is being written (hope to have some info and pics in the next newsletter).

As always, Agate Lake needed some sprucing up before the festivities, so a group of intrepid Rogue Eagles took on the task and got ‘er done. Hope I can speak for all of us when I say THANK YOU to Larry Myers and all of the helpful members who pitched in. Having fun is a lot of work sometimes, and these guys shouldered the load for all of us. See you at the float fly.

continues...

A Note from Larry Myers, Float Fly CD

Here is a list of all the guys who helped with the field cleanup out at the lake yesterday. We were in full go mode by 10:30. By noon it was looking real good.

Richard Schwergel	Jerry Stinson	Jess Walls
Larry Maston	Tim Agee	Calvin Emigh
Martin Sherman	Larry Miller	John Parks
Jon Peterson	Clark Wolf	Larry Myers
Alan Littlewood	John Gaines	Ron McElliott

We had a great army of weed wackers. John Gaines riding mower and Ron Kelso’s push monster weed Wacker. I would like to thank everyone for coming out and making the lake look so nice.



Photo by John Parks

Looking Ahead to More Events

About two weeks after the float fly, be sure to come out for the All Scale Contest hosted by John Gaines. This is not a flying competition. The models **do** get voted on by the contestants, but that only takes a little time on Saturday morning. The rest of the time is open flying, and the only requirement is a scale model.

The first weekend in June brings the annual IMAC contest, hosted this year by Sean Mersh and Art Kelly. Want to give it a try? First time Basic pilots can enter for FREE!

Here's an idea from Jess Walls

Buy your wife some nice, clean lawn chairs and bring your old ones out to the field. Brilliant!

Bruce



The first senior moment.



Dyke Delta N18DW



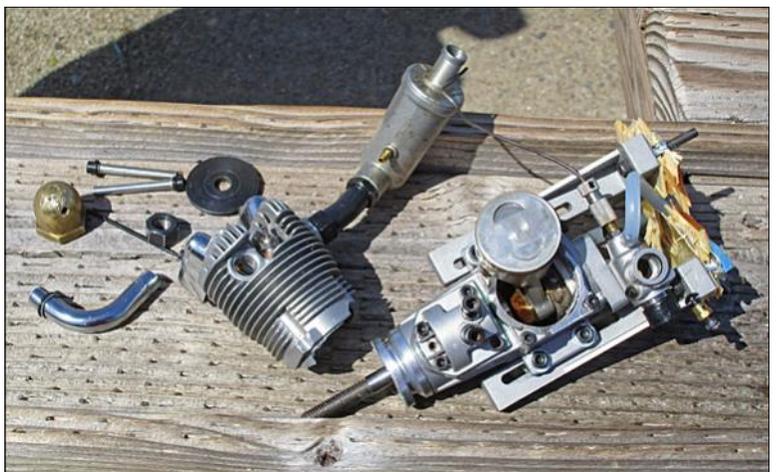
Eagle Eye . . . Observations from around the club



L to R: Rick Lindsey, Sweetator, John Gaines, and Kevin Parker



Eric Dziura shares a confident smile before the test flight of his new Hangar 9 Sbach. After the flight - his smile was even bigger!



Expert Tip If you notice your engine looks like this after a flight, there's a chance your plane has a problem. Check it carefully.



thrust, for a total of 3 degrees. This was recommended by Extreme Flight to offset the torque of the 4 cylinder and size prop being used.



The new firewall was glued, pinned with wood dowels, and reinforced with aluminum angle. The result was a very stout new firewall for the quad engine up front.

After 4 years with my Pilot RC Yak 54 I was ready for something different. When I purchased my Yak back in 2011 I didn't have any real goals, other than I wanted a larger airplane. That following fall season I was convinced by some fellow members to give IMAC a try. I entered Basic in 2012 and was hooked. The Yak served me well for several years, but last summer I got the bug for something different. And when I realized I didn't have a winter project ready to go, I started looking for a new IMAC bird. I've always been a fan of Extreme Flight, owning a few of their planes including a Vanquish pattern plane. Over the years I've read great reviews on their 125" Extra 300, especially for precision. So I decided it was time to pull the trigger on a plane I've been looking at for the past couple years.

troublesome engines, but I've been following the v3, and it seems most if not all of the issues have been worked out. I did decide on a couple of upgrades. One being a set of Bowman rings. I've run them on my 170 for years and they come highly recommended by many. The other was upgraded Boyesen reeds. I've read that some users have had issues with the stock DLE reeds chipping or cracking with that engine. A mod that some have done with success is doubling the stock reed with a second reed cut in half giving the full reed more support. While doing this mod I wasn't happy with what seemed to be a workaround, so I contacted Boyesen and ordered a set of reeds from them.



I received the plane last August but decided to wait until the season was over to even un-box it, knowing I wouldn't be able to help myself if I unpacked it. That gave me some time to start gathering components for the build. The first major decision was the power plant. I've seen that model fly at contests with a 170cc on pipes, and while it seemed to fly well with that setup, I could tell it was always near full throttle. Wanting to be a good neighbor to our house nearby, my main goal was to build a quiet setup, and a 170 on pipes at near full throttle wouldn't be that. I decided to go with a DLE-222v3 four cylinder. Versions 1 and 2 were very

I started building the Extra in September, spending most of my weekends watching football while setting up various components. I've got to hand it to my wife. She is awesome! Its one thing to spend the day watching football, but yet another to do that with wings, servos, and wires strewn about the living room coffee table. The first major task was cutting and rebuilding the firewall for the additional length of



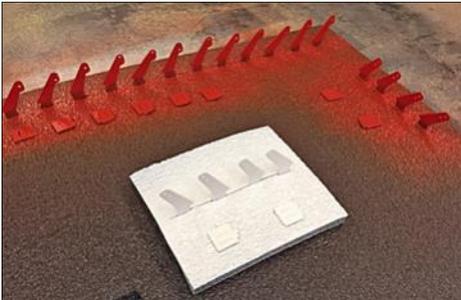
the 4 cylinder engine. I measured and re-measured several times before cutting. Paying close attention to both the down and right thrust of the stock firewall. Once I was happy with my measurements I got out my saw and proceeded to cut nearly 3" off the stock motor box. I did end up adding an additional .5 degree of right

I've always used JR servos with great success and decided to do the same with this new plane. I chose the DS8911HV digital, high volt, for all surfaces. These have a whopping 470 oz-in at 7.4 volts. Extreme Flight says they did extensive testing with both 2 and 3 servos in the ailerons and highly recommends using 3 servos per aileron for roll rate and snap performance. So with that in mind a total of 11 HV servos were used and that's without choke.

EXTRA 300

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Before installing the controls horns I painted them to match the control surfaces. A nice touch I noticed from Extreme Flight was the differing height of the control horns for each wing location. As the wing tapers in width from the root to the tip, the height or length of the control horn changes as well. This allowed for near perfect geometry for each location.

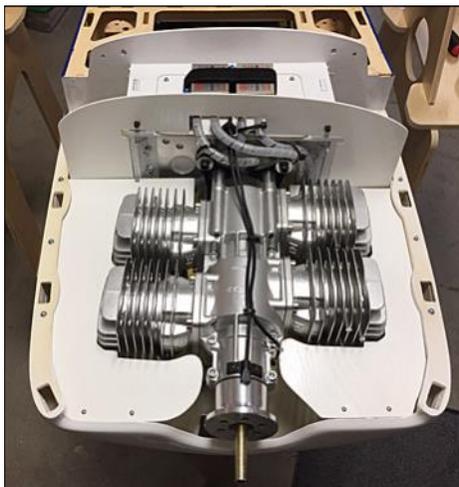


A JR PowerSafe 12-channel receiver is used to power and control the entire setup. With dual battery inputs and an HV power bus built in, it is one of the simplest setups you can use. No power boxes or distribution boxes needed. One soft switch turns on the entire plane with the ignitions being controlled by a channel on the radio with two Spark Switches. Two Fromeco 5200ma Lithium Ion batteries power the Rx while a single 5200ma powers both ignitions. The 12-ch Rx along with my DX-18 radio allows me to setup and balance all of the servos without any additional accessories. That includes 3 per aileron, 1 per elevator half, and



two on the rudder. I used a handy current meter from Hangar 9 as I setup each control surface. This allowed me to view the current consumption of each servo throughout its entire range of motion. So as you're adding additional servos to each surface you can see which ones are binding, and at which part of their travel, while using the balance feature in the radio to eliminate the draw.

As mentioned before, I really wanted a quiet setup, so headers and canister mufflers were decided. It so happens that the DLE exhaust spacing is the same as the DA-200. With that in mind I chose to use the DA 2-into-1 headers. After reading through pages of reviews on canister mufflers used in many different applications, I chose the Pro Flows from fellow modeler Dave Sullivan in Sacramento, CA.



The next choice that can make or break a quiet setup is prop. Again, with many different opinions and choices I decided on a Mejzlik 32x12 carbon 2 blade. With the additional weight of the 4 cylinder up front I tried to save as much weight on the spinner as possible. In my opinion an aluminum back plate is important with an engine of this size compared to a carbon back plate. I came across a 6" fiberglass spinner with a lightened aluminum back plate from No Limitz. These come un-cut so you can set them up for either 2 or 3 blade props. I also chose to paint the spinner to match the rest of the scheme. I've found the guys at Industrial Finishes here in Medford are great when it comes to matching paint to Ultracoat. They can mix up automotive 2 stage, base coat/clear coat, in aerosol rattle cans that provide a great looking, super durable finish.

The last detail needed was a little personalization. I've used Eric at B&E Graphics on projects before and he came through again with some good looking graphics. The stars were added to the fuse and wings, along with the scale Extra logo, and a couple of Extreme Flights logos for the wings.



I was not disappointed at all with the quality of this ARF and it lived up to my expectations from the other Extreme Flight planes I've owned. The fit and finish on all of the parts were perfect. No sanding, dremeling, or mods needed to anything in order for them to fit properly. And the quality of the included hardware was top notch. Nothing worse than buying a new plane only to throw away bags of Chinese hardware. The plane required just a couple clicks of trim and flies very predictable. My first observation was how nice and gentle it settled in while landing. With about a dozen flights so far I'm all smiles. It's exactly what I had hoped for. Now for some nice weather to burn through some gas!

Scott

Bruce Tarpe Visits

Chuck Bridge



So the phone rings one day last fall and a cheerful young lady on the other end says that she and her father would like to come visit my shop. She tells me her dad is a builder and makes the Vortex. Well, that was a little confusing because I'm the one that makes the Vortex (Delta Vortex). I thought maybe he had built one of my kits and I just misunderstood what she said.

So they show up a few days later and they introduce themselves as Chuck Bridge and his daughter Kimberlee from Grants Pass. She recognized me as a customer at Fred Meyers where she works as a cashier. The name Chuck Bridge sounded very familiar to me, but I was struggling to figure out why. When he started showing me pics of his planes, it hit me.

I'm the type who religiously scans through every article and column in Model Aviation and other magazines, even if it's not one of my interests. That includes the pylon racing columns, so I've at least heard of some of the biggest names like Travis Flynn, our local star Gino DelPonte, and perennial winner Randy Bridge. Turns out, Randy is Chuck's son. And I've read Chuck's name in those columns too - not as a pilot, but as a guy who produces one of the fastest Quickie-type airplanes on the planet. And he calls it the "Vortex".

So here's this guy, an absolute master of this particular slice of the model airplane competition scene, and he's in my shop looking at my dusty sport models featuring trailing-edge technology. But being the gentleman that he is, he pulls out a photo of him with a BTE Venture 60 that he built many years ago. In fact, he built two! So that was cool...

I told him I'd like to visit his shop someday and we finally made it happen in late April. To put it in a nutshell, he fabricates these

world-class airframes in a detached garage at his home. The shop is fully dedicated to the manufacture of the Vortex. Chuck doesn't really fly any more, so there are no other models cluttering up the work area. It's all business.

On the table is an airframe he just finished for Robert Vess, of Vess prop fame. Robert is a Team Horizon pilot, so the racer features a custom color scheme with a prominent Horizon logo. The plane is immaculate.



Next to it on the table is a bare bones balsa fuselage. It's a fairly simple box with lots of tabs and slots for perfect alignment. The parts are laser cut by an outfit on the east coast and Chuck assembles them in his shop. It's a simple, elegant design.



Of course the secret to the racer's success is the molded composite wing and tail. The massive aluminum molds that he uses are works of art in their own right. They were made by the late Fred Burgdorf, an avid pylon racer best known as the founder of APC Propellers. Propeller guys love racing! Chuck has been using these molds for nearly two decades and the surfaces are so shiny and smooth you would think they were brand new. Chuck told me he's pulled about 500 sets of wings and tails from those molds!



continues...

Chuck Bridge

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The procedure to make a wing described quickly:

1. Wax the molds, one for top surface, one for bottom.
2. Paint the color scheme. Lettering must be reversed.
3. First layer of epoxy and fiberglass cloth
4. Balsa skins, 1/16 for main wing, 1/32 at tips.
5. Second layer of epoxy and glass.
6. Apply vacuum and allow to cure in home-made heat box.
7. Add some internal structure, mainly spars and CF strips.
8. Join the top and bottom surfaces. Clamp molds together.
9. Open the mold, pop out the wing, clean up edges.
10. Cut ailerons - ends and bottom only. Top is living hinge.

Chuck's price for a finished model is \$600. Shipping generally adds \$125 (takes a big box!). Being local (Jerry S. - hint, hint), you could pick one up and save the shipping.

There is no questioning the success of the Vortex. It has been flown to 15 National Championships - 5 times by Randy Bridge.



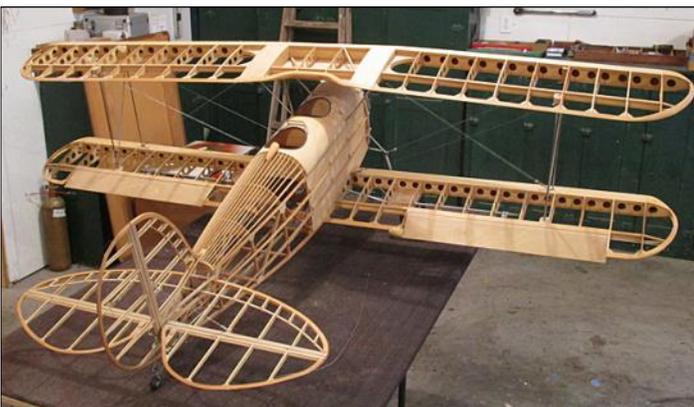
Other champs include Mike Helsel, Dave Norman, Dub Jett, and our man Gino. It's also been national champ three times in France and once in Canada. A 13-year-old boy from Belgium flew a Vortex to win the Euro Cup.

It was quite an honor to visit with this talented model maker. Chuck retired from 27 years in the California Highway Patrol and has focused on building fast airplanes ever since. Well, that and bowling. He has eleven perfect games - his last one in March!

And Speaking of Master Craftsmen...

John Sheridan's Great Lakes Bipe on Its Way to the Evergreen Museum in McMinnville

Long-time club members may remember John Sheridan who built the magnificent Great Lakes model shown here. John worked for North American Aviation on the XB-70 project. After retiring, he moved to Grants Pass and finally Rogue River where he began building his masterpiece. John passed away in 2002. His daughter, Cheri, wrote this about her father: *"Never knowing if he would fly the Great Lakes, he put his heart into the building process... Some say he never intended to fly it or even put a skin on it. The quality of workmanship that he has in this plane is truly from the heart of an artist."*



Above The structure is all hardwood: spruce, plywood, etc...
Right Ron Kelso with Dave and Cecil from the museum.

Cheri ultimately turned the model over to her friend Ron Kelso, either to finish it or find somebody who would. Late last year, a group of Rogue Eagles met at Ron's shop and it didn't take too long to decide that the plane was definitely museum quality. A quick email to Cecil Mead (you may remember him from our Vintage RC event) who volunteers as a docent at the Evergreen Museum was all it took. Unfortunately, winter weather delayed the actual donation for several months, but in early May, Cecil and his buddy Dave came down to get the model. It's hard to know when the model will go on display, but it's safe to say that everyone involved is happy to have found a fitting home for this incredible work of art.



~~~~~ NOTIFICATION OF CLUB-WIDE VOTE ~~~~~

All Rogue Eagles club members are being asked to vote YES or NO on the following proposal:

**Are you in favor of the club spending a grand total of \$3900 to have the main runway sealed and striped?**

YES     NO    NAME: \_\_\_\_\_

- Only votes from active members will be counted. Active members are those who are in good standing with the Rogue Eagles and AMA. This includes Junior Members, but does not include Associate Members.
- Your name must be on the ballot to confirm 1) you are an active member and 2) you have not voted more than once.
  - Votes will be tallied by the club secretary at the June 2017 General Membership Meeting.
  - Passage requires 2/3 of all votes cast to be in favor of the proposal. Non-voting does not count as a YES or NO.
  - You may vote using this paper ballot (print it for yourself if necessary) or you may vote electronically using email.
  - Mail paper ballots to PO Box 8332, Medford, OR 97504, or turn them in at the June General Membership Meeting.
    - The email ballots will be sent out no later than May 13, 2017.
  - You may vote at any time during the notification period. All votes must be received by 7:00 pm on June 13, 2017.
  - Any questions? Please contact [Bruce Tharpe](#) 541-582-1708 or [Jess Walls](#) 707-845-2833.



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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, May 9, 2017**

**Tuesday 7pm, June 13, 2017**

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

[Click here for directions](#)

## Seen at the April Meeting



Conner Robinson checks out the weight of Phil Baehne's new sport model. John Buford looks on.

## Quick Safety Reminder

Our First-Aid box at the field is locked to prevent theft. But if you need to get in there, the combination is exactly the same as the gate (printed on your club card).

## 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](http://nicebadge.com)

JUNE

3 & 4



## *"Big Bob" Memorial IMAC*

AMA Sanction # 17/1009



Host: Medford's Rogue Eagles RC Club  
Since 2003



- Agate Skyways - New runway: 2015 (600' X 60')
- RV Parking/Camping, vault toilets, no hookups
- Entry Fees: AMA member \$40; IMAC member \$35
- Free to first time Basic Pilots
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**Add some side trips to Crater Lake, Ashland, Lake of the Woods**

**Visit [www.rogue-eagles.org](http://www.rogue-eagles.org) for GPS and more information**

# 2017 ROGUE EAGLES ALL SCALE CONTEST MAY 20-21

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](mailto:johng97525@msn.com)

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



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