

AUGUST 2014

ROGUE EAGLE

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



Long-Time club member and past president, Kai Aiello proudly displays his stunning Cirrus SR22T. You may recall this model had a mishap at the Rally of Giants last Summer, but Kai got a new fuselage and put her back together, bit by bit. He flew it several times at the Warbirds event in July, and yes, it flies as good as it looks! More info on our cover model inside (the plane, not Kai).

Photo by Bruce Tharpe



ALL THUMBS - FROM THE PREZ'S CHAIR

My name is Jay Strickland and I approve this message

It's Rogue Eagles Annual (36th) Charity Airshow time! Hot August nights and model aircraft demonstrations, raffles, aeronautical displays, face painting, cold drinks, food, and all the hard work that results in our contribution to the community and the children of the Rogue Valley. Larry Myers, our airshow boss, is getting the show choreographed and all the support activities rounded into shape. Please call him and let him know you can help. We will do one show each day starting at 12:00 noon. An early pilots meeting will be conducted at 10:00AM so we will have plenty of time to work out any wrinkles. Flying acts should take some hangar time to go through their aircraft and make sure everything is in show shape. Cycle those batteries! A lot of these airshow planes only fly once a year and just sitting dormant can cause some systems to be failures waiting to happen during flight stress.

WOW! The new runway is complete (at least as far as the asphalt part), hallelujah!!! I have been in this club for twenty five years and we finally accomplished this great improvement to our field. I personally want to thank everyone for their part in getting this job done. We have over 125 creative, engineering problem solving type of members, who generally have been very successful doing things their way. A lot of people had to compromise and pull together to allow us to get a project like this completed. I applaud you all! We will now concentrate on the details of the new strip, such as framing, pilot stations, a permanent safety fence system, taxiways, a new helipad, drainage etc. etc. We are doing R&D on getting the right paint and procedure to get the centerline striping and runway X's put on. I truly believe we will have the premier Model airport in the Northwest when we are finished.

Welcome to the Rogue Eagles!

We have a new member this month...

Michael Bullock from Medford

Don't forget about the Vintage RC Fly-in coming up just two short weeks after the airshow. I plan on attending with an appropriate aircraft from my building boards. Bruce Tharpe (VRCS CD), tells me there are a handful of new models that have been or are being built just for this event. There's always lots of interesting and classic new/old airplanes to see and enjoy. This is a very worthwhile event that we should keep growing and supporting as it reminds us of how and why we started in this hobby and keeps those roots fresh in our minds. In addition, it's just good old fashioned RC fun! See you out there.

I have not been flying much for a few months for various reasons so I pledged to go out and fly on Sunday two days after the asphalt was finished. I kept my promise to myself and flew four flights with my four year old "Snap 21" and basically had a great time just Sunday flying. Fly, land, tweak something or another, B.S. with my modeling brothers then do it again. I feel like I was recharged, kind of like cycling an old battery pack that you know is still serviceable but has some dust on it! What a fantastic hobby we have! Hope to see all of you at the field soon.

That is all for now,

Granddog out.



Kai Aiello's Cirrus SR22T



- Wingspan: 96"
- Length: 65"
- Flying Weight: 17 pounds
- Motor: E-flight Power 160
- ESC: Castle Creations 80A HV Phoenix Edge
- Prop: APC 18x10E
- Battery: LiPo, 10S, 5000mAh
- Radio: Spektrum DX8 with AR8000 receiver
- Receiver Battery: LiFe 1800mAh 2-cell

This Hangar 9 ARF features a fiberglass fuselage and a two-piece all-wood wing. The ARF sells for around \$650, and Kai used the recommended electric power package which adds about \$600 to the cost. He says flying time is greater than ten minutes, but he sets his timer to seven minutes to be safe. Follow the links for more info...

[Kai's Build Thread on RC Groups](#)

[Hangar 9 Promotional YouTube Video](#)

[Purchasing Info - Horizon Hobbies Link](#)



An MIT team has turned a multi-million-dollar NASA contract into the most advanced rethink to date of the classic passenger jet. The design, nicknamed the Double Bubble, calls for an extra-wide fuselage and rear-mounted turbo-fan engines. The configuration would allow the craft to burn 70 percent less fuel than a Boeing 737 while producing significantly less noise and nitrogen oxide, a pollutant that causes acid rain.

Fuselage: At 17.3 feet across, the fuselage is nearly five feet wider than a 737's. The extra girth increases lift and makes for roomier coach.

Lifting nose: The upturned nose shifts the center of lift forward, reducing the downward tail force necessary and allowing for a smaller, lighter tail.

Is this What Southwest Airlines Will be Flying in 2035?

from Popular Science

[read more...](#)



Wingspan: The reduced cruising speed (about 10 percent slower than a 737) affords a longer wingspan. The long wings decrease drag and boost efficiency.

Aft engines: Engines mount at the rear of the plane instead of beneath the wings. In this position air hits the engine inlets at a slower speed, so less power is necessary to provide the same amount of thrust. The engine fans are smaller too, resulting in a quieter flight.

THE DOUBLE BUBBLE VS. A BOEING 737

	DOUBLE BUBBLE	BOEING 737
CRUISING SPEED	490 MPH	596 MPH
FUEL EFFICIENCY	145 MPG	100 MPG
RANGE (NAUTICAL MILES)	3,000	3,440
WINGSPAN	170 FEET	113 FEET
WEIGHT	135,500 LBS	154,500 LBS

Lost a Plane Lately?

by Jack Shaffer

I should never have pulled down that old box of photos, or rejoined the Eagles. The memories have just flooded back. Thinking back to days gone by, some of the humorous memories center around searching for planes that mysteriously got away from me, and yes, sometimes from my buddy pilots.

Now, before I go on, come on you Eagles, admit it. All of you have had one of your birds take wing and disappear. Now, I don't know about you Eagles, but back in the day, when one of the orchards or a stand of eucalyptus trees of Southern California attacked one of our planes, the search was on.

The standard recovery mode was one of two methods, visual sighting or noise. You know, walk with the transmitter on while wiggling the control sticks in the hope that you would hear the servos moving. Here is a photo of the results of losing a plane to the mighty eucalyptus trees. That's my buddy, Rick, who located the plane by the servo noise method. Yes, the plane did go back to kit form.



What's not to love about a Duraplane. Remember, this was the very early 1980s, and we would fly from any patch of pavement we could find. Sadly, shortly after liftoff, this plane became a victim of the orange grove. After a two hour search of that orange grove, we finally got a visual sighting. We brought that Duraplane home, not a scratch or dent on it.



I don't have a picture of the pilot or plane, but I do have the story. Rudy was an accomplished pilot, but he did let a stand of eucalyptus cause him grief. We all watched as he took off, turned right, climbed in altitude to clear the trees. He did a fine job of getting over the trees until his plane took a nosedive into the forest. We searched for several hours. The undergrowth was so thick that progress was impossible. The plane was lost. Well, at least that's what we thought. Rudy showed up at our next outing with a huge machete. Rudy marched into that stand of eucalyptus

trees and, for about an hour, whacked away. He finally gave a shout that he found it, and it was in one piece.



In this photo, you can see the orange grove we had to fly over. To the right, you can see the stand of eucalyptus trees that gave Rudy grief.

The first club I belonged to was the Simi Valley Flyers. By now I felt I was somewhat of an accomplished flyer. Yeah, sure. One day after work, a few of us went up to the field to fly. This

continues ...

Lost a Plane Lately?

...Continued

should have been a relaxing time, except for the result of my flight. I turned on final and headed to the runway. You had to keep your altitude to clear a freeway fence. Just as my buddy yelled, WATCH THE FENCE, I was in the fence.

Now, I was none to happy about taking home a bagged Seniorita, but the next day proved too much to handle. Most of the folks I worked with passed by our field along the freeway. They saw Steve and me picking up the parts on the side of the hill by the road. Walking into the plant the next day, we were greeted by loads of questions and lots of laughs. I went to my office to lick my wounds.



Well, that's my "Lost a Plane Lately" story. I want to forget about all those bad memories and share a happy time photo with you. When my wife's nephew was here on vacation a few years back, we took a fishing trip on the Rogue River. How about the size of his catch and the smile on his face?



Jack Shaffer

A Note from Ye Olde Editor... You know guys, I think Jack is on to something here. He has been a faithful contributor for nearly a year now, and many of his articles are stories or memories sparked by some old photos. I bet every member in the club has an old photo album or something like it. Why don't you dust it off and flip through it some time. Chances are it will bring back a flood of memories and maybe, just maybe, it will inspire you to share one of your stories with your fellow club members. We all love airplanes, so just about anything aviation-related is fair game. Need help with the writing or photo scanning or anything else? Give me a call or email, happy to help. [Bruce Tharpe](#) 541-582-1708



Hey, I Just Found Some Old Photos!

So in keeping with the spirit of the paragraph above, here is a submission from **Ye Olde Editor** to kick things off. The plane is the prototype **BTE Delta Vortex** (which I splattered at a Rogue Eagles airshow a couple of years later). Check out our field in the top photo - lots of weeds and no pilot stations.

The guy in the bottom photo is **Tim Burdett** who was maybe the funniest club member I've ever met. We shared the same **immature** sense of humor. A new job took him out of the area... anybody heard from Tim lately? He's taking a look at my ancient **Ace Micro-Pro 8000** transmitter, one of the first fully-programmable radios on the market.



VINTAGE R/C FLY-IN INFO - AUGUST 29 AND 30, 2014



Join us for two days of relaxed flying of vintage R/C models and R/C assist old timers. There is no flying competition, just fly when you want. Eligible model designs must date back to 1978 or earlier. If you are not sure if your model qualifies, give Bruce a call or send an email to find out for sure. The field will be closed to all other types of models during the two-day event. Remember, this is not your usual weekend event - it is scheduled for FRIDAY and SATURDAY. There is no entry fee for the fly-in.

FOOD AND DRINKS

There will be donuts and coffee provided each morning. There will also be a cooler with water and sodas. No lunches are planned, so bring your own snacks.

PILOTS CHOICE AWARD

All pilots, whether registered for the event or not, will be allowed to vote for Pilots Choice. Be prepared to spend a few minutes evaluating the entries and voting for your top three. Only true VRCS-eligible models will be allowed to receive votes. Note: Models that won in past years are no longer eligible for this award.

VINTAGE SPIRIT AWARD

The Vintage Spirit award will be decided by the event CD alone. The CD will use a variety of factors to help determine the winner, including the model's uniqueness, use of vintage equipment and materials, and the modeler's overall enthusiasm for the concept of the event.

PILOTS ONLY RAFFLE

The big prize is a completely-built, previously-flown Goldberg Falcon 56 with engine and servos installed. The raffle is only open to pilots who register for the event with an eligible vintage R/C model. The raffle is free - you cannot buy tickets. Instead, you will receive one raffle ticket when you register, and one additional ticket for each flight you make with a vintage R/C model during the event. The drawing will be around noon on Saturday. You do not have to be present to win. Several other prizes have been donated for the raffle in addition to the plane.



FINAL THOUGHTS

- Registration is FREE. Donuts, coffee, and drinks are FREE. The Raffle is FREE.
- We may organize an informal climb-and-glide event if there is enough interest. Timed flights will be done during the course of open flying, so they will not interfere with the on-going fly-in.
- A big part of this gathering is talking about the "good old days" of R/C. Add to the fun by bringing out some vintage or antique radios, engines, or model plans to put on display.
- If you have any questions or need more info, please contact the CD, [Bruce Tharpe](mailto:Bruce.Tharpe@vracs.org) 541-582-1708.

Basic Plastic Film Covering Tools by Bruce Tarpe

Unfortunately, there's no getting around the fact that covering with Monokote or Ultracote is an acquired skill and there is a definite learning curve. You get better with every model you cover. For those of you who are new to covering with plastic film, here are some basic tools and supplies you should have on hand to give yourself the best chance to succeed.



1. Irons - Notice that is plural. I keep two irons going at all times, a regular size iron with a sock and a trim iron set on High. I think the "trim iron" is mis-named because I sure don't use it for trim. It's best for tight spots and corners. Note the piece of wood protecting my workbench. See the [Feb 2014](#) newsletter for "How to Make a Sock".

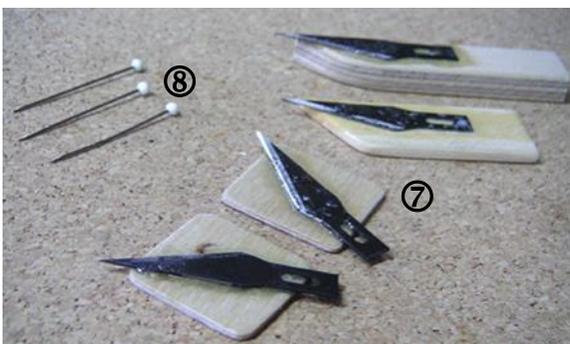
2. Heat Glove - Mainly used in conjunction with a heat gun (not shown). I use the gun and glove on large sheeted areas like leading edge sheeting. As you are making a pass with the heat gun, follow closely with the glove to bond the film to the wood below.

3. Tack Rag - I sand my parts down to 400-grit, blow them off thoroughly with an air compressor, then set them aside in a dust-free area. Just before applying film, I give each part several wipes with a tack rag (this one is Gerson brand). Then I still give the part a final wipe with my bare hand - it's amazing how many tiny little goobers you will discover on the part's surface even after all that prep work.



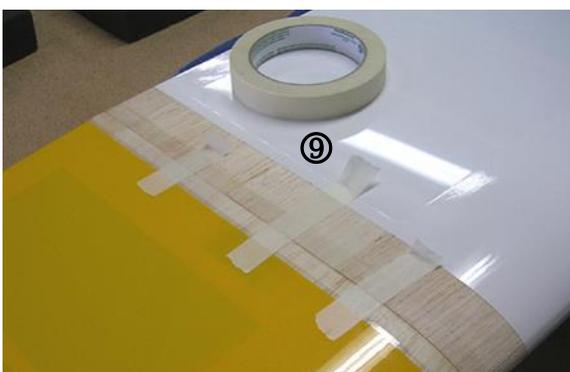
4. Weights - These are sealed plastic bags with lead shot. I use them during construction mostly, but they come in very handy while covering. When you are tugging on film with one hand and holding an iron in the other hand, you often need something to help hold the part on the table.

5. Shelf Liner - This is the dark cross-hatched material under the heat glove. It's soft and grippy, so it cushions your part while it also helps to hold it in place. Common Wal-Mart item.



6. Blades - Plastic film is rough on blades, so plan on using lots of them. I use both X-Acto #11 blades and single-edge razor blades (I like the ones from Hobbico - they are made in the USA and are far better than cheaper Chinese blades). As you can see, I buy both types in packages of 100. There are no hard and fast rules about when to use an X-Acto and when to use razor blades. You could probably use one or the other.

7. Trimming Tools - These are home-made trimmers that are great for cutting long, straight seams. Simply glue an X-Acto blade to various thicknesses of plywood. I mostly use the 1/16" and 1/8" trimmers, but sometimes the thicker ones are useful.



8. Straight Pins - Sometimes it helps to slide these under the edges of the plastic film to create an escape route for heated air.

9. Masking Tape - One of the big tricks with Monokote is to try and pull it taught while you are tacking down the perimeter. But there are times when you don't have excess material or room to grip and tug. That's when you grab the masking tape, stick it to the film, pull it tight, and stick it down. In the picture (left), the tape is providing tension to the yellow film.

FROM THE YOU-GOTTA-SEE-THIS DEPARTMENT

[B-29 Crash at Warbirds Over Delaware 2014](#) - 14 sec

Mac Hodges' monster B-29 narrowly misses the crowd then meets its demise. Now, the controversy rages over if he did the right thing. Bonus: [Mac explains the cause of the crash](#)



[Treviso, Italy Multirotor Incident](#)

What looks to be a very expensive hexcopter/camera rig apparently loses radio contact and ultimately crashes in a narrow Italian alley. Oops.



[AV-8B No-Gear Landing on USS Bataan](#)

Amazing display of airmanship and teamwork. The nose gear on this Harrier failed to extend but the pilot makes a vertical landing onto a special cradle and saves the plane.



[40% DHC-2 Beaver](#)

This bird is impressive. It has a wingspan of 19 ft. and is built entirely of aluminum (21,000 rivets!). And the Moki 400 cc radial engine sounds magical. Bonus: [Same Beaver on floats.](#)



[Catching Kirby Chambliss in Texas](#)

Okay, it's a commercial. But it's awesome! Kirby Chambliss is chased by police as he flies over, through, and under (as in an overpass) landmarks in the Dallas/Fort Worth area.



Club Merchandise

These items are usually available at the meetings.

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

T Shirt



Think you're smart?

"The only true wisdom is in knowing you know nothing." - Socrates

"Education is a progressive discovery of our ignorance." - Will Durant

"I'm not young enough to know everything." - Oscar Wilde



Name Badges

New club name badges (TOP) look great and are available now. They are made by Redline Engraving and Promotions right here in Wimer. Price is \$6. Contact [John Gaines](#) at 541-951-1947 to order one for yourself.

Old-style badges (BOTTOM) are still available from Recognition Specialties. Price is \$4.95 and shipping is free (reportedly). Go to [nicebadge.com](#) to place your order online.



Club Information Page

For information about the club, how to join, past newsletters, and much more, please visit the Rogue Eagles website .
www.rogue-eagles.org

The next **General Membership Meeting** is scheduled for Tuesday, August 12, 2014. Meeting location is the Central Point Senior Citizens Center, 123 N 2nd Street in Central Point.
[Click here for directions](#) .

You never know what you might see at one of our meetings. Come see for yourself!



Upcoming Events

AUG	9	Pylon Race #5	Agate Field	Rich DeMartini 541-245-9858
	16-17	Rogue Eagles Airshow Event Flier	Agate Field	Larry Myers 541-770-3390
	22-24	Fun Fly	Klamath Glen	Sam Ellis 707-954-8284
	29-30	VRCS Vintage RC Fly-in Detailed Info and Flier	Agate Field	Bruce Tharpe 541-582-1708
SEP	6	Flitemasters Fly-In/Pot-Luck (Rogue Eagles Invited)	Sportsmans Park (Keno) Map	Mike
	6	Airport Days (RVF will participate)	Grants Pass Airport	Art Kelly 541-472-9683
	20	Pylon Race #6	Agate Field	Rich DeMartini 541-245-9858
	27-28	NSRCA Pattern Contest	Agate Field	Art Kelly 541-472-9683
OCT	11	Club Fun-Fly and PotLuck	Agate Field	Jay Strickland 541-830-7976
Full 2014 Event Calendar is available online Click Here				

Officers and Staff

President

Jay Strickland 541-855-7161
strickdog@q.com

Vice President

Alan Littlewood 541-362-3731
alan_littlewood@charter.net

Secretary

Alan Littlewood 541-362-3731
alan_littlewood@charter.net

Treasurer

Eric Dziura 541-857-2862
eric.dziura@gmail.com

Board Members at Large

Dave Bartholomew 541-846-6900
dave@wingsofgold.com

John Gaines 541-951-1947
johnng97525@msn.com

Larry Maerz 541-826-4536
bmaerz@msn.com

Safety Coordinator

Rick Nunes 541-301-2801
ricknunes1980@yahoo.com

Event Coordinator

Rick Lindsey 541-776-5832
ricklindsey1946@gmail.com

Newsletter Editor

Bruce Tharpe 541-582-1708
bruce@btemodels.com

Public Relations

Larry Cogdell 541-840-1514
planner4u@aol.com

Field Maintenance

Gary Croucher 541-664-1133
gmcstreetrod@msn.net

Gary Neal 541-476-6159
cruisin60s@charter.net

Webmaster

Rick Lindsey 541-776-5832
ricklindsey1946@gmail.com

Chief Flight Instructor

Rick Lindsey 541-776-5832
ricklindsey1946@gmail.com

On the next page, you will see a flier for our annual Charity Airshow. You may look at it, but it was not meant for your eyeballs. You are a club member, so you already know about it. What we need are eyeballs that belong to potential spectators. We need it posted in places where many of those eyeballs gather. Our success is measured by the number of people who come to see us perform. They will not see us if they do not know about us. Our club PR guy does a great job of spreading the word, but he is just one member. There are 130 more of us, and we can help. Print out a copy or two or five of the last page of this newsletter, then post it at your workplace or church or local convenience store or school or ball field or golf course or pizza joint or anywhere there is a community bulletin board. There is less than two weeks until the airshow, so the sooner the better. Help out your own club even if you don't plan on being there. Parents are always looking for things to do with their kids during the Summer. Same with seniors. Let's promote our airshow, our club, and our favorite hobby. Thanks!



RADIO-CONTROLLED MODEL

CHARITY

AIRSHOW

AUGUST

16 & 17

SHOW STARTS AT
12:00 NOON EACH DAY



STUNTS

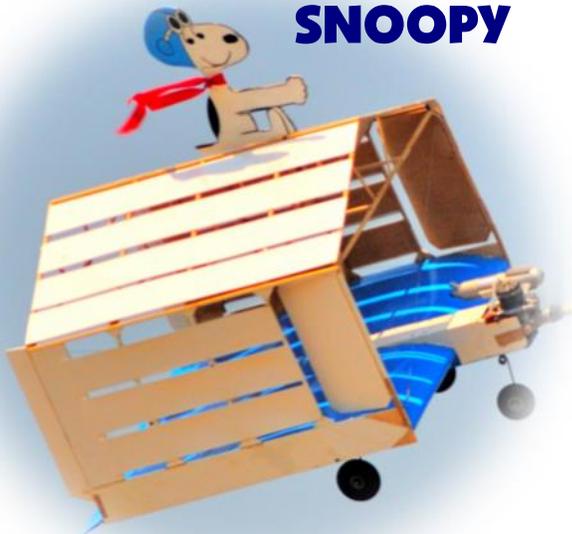
Great Family Show for All Ages!

WARBIRDS

FOOD ON SITE **VICTORY DOGS**



SNOOPY



CANDY DROP



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

Event Support Provided by:



Admission is free, but a donation of \$5/adult or \$10/car 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.

