

Summer 2020

ROGUE EAGLE

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

PYLON IS BACK





The Flight Brief

By Club Prez, Scott Hudson

What a Difference a Few Months Makes

"Flatten the Curve", "Social Distance", "The New Normal"; if I would've mentioned any of those phrases a few months ago you'd probably look at me with a blank stare. It's hard to believe we are already halfway through 2020. Definitely a year a lot of us are ready to put behind. Luckily we have our facility open and available for us

to enjoy. It's been a little challenging, but everyone has pulled together and so far so good. As I'm sure you know, we had to close the field shortly after Governor Brown's Executive Order that was issued near the end of March. I worked with the board on a plan that would follow her guidelines and allow us to stay open. But unfortunately, with us being a tenant of Jackson County Parks, we had to follow the course of the parks and close. I would like to give a huge thank you to our membership for their understanding during that time!

It was during that time that some of our event CD's made the difficult decision to cancel some of this year's events, most notably our annual Charity Air Show. With that said, we have still managed a few fun events for our members and guests. Jerry Stinson did a great job putting together another annual Spring Fun Fly that proved challenging as ever. Congrats to Jay Strickland, this year's winner*. We also had our first of five club pylon races. This year's new foamy electric class looks to be a competitive, tight group with 11 pilots participating in race 1. There were some incredibly tight heats with Rick Lindsey leading the points early in the season. Everyone finished the day with their planes intact and still flying. And with four more race days between now and October, it's anybody's for the taking. A big thanks to Ben Musolf for continuing this year as our Club Pylon Race CD.

I remain hopeful that we can continue to keep our facility open, even though there doesn't appear to be much improvement with the current pandemic. Personally, my biggest concern is the safety and well being of our members. It's easy to forget about our current situation, especially when outdoors, enjoying our hobby with friends. But please continue to be respectful of those around you and continue to maintain safe distances among each other. The board and I have discussed on several occasions the best way to take care of business during these times, which has included what to do about general meetings. The consensus has been that it doesn't seem responsible to try and gather at this time. I feel as though everyone understands and isn't in any rush to get together. With that said, I'm always available via email or phone if there's anything that needs attention. Also during this time I'd like to thank our board members for their continued contributions. We are all meeting monthly online to make sure our club continues to function, and remain open during these difficult times.

Stay safe, stay well!

Scott



A Visit with

Joe Geiger

I will thank Ann Geiger for motivating me to do this story. It started with a chance introduction to Ann at one of our club events last year. I did this interview during a difficult time. What's important is that using the Internet, telephone and a printer, you can produce a great story. Yes, I say great. Ann and Joe have made this story possible. Joe and Ann are unique people. Joe was born in New Orleans, Louisiana and spent some of his growing up years in Oakridge, Tennessee. Joe pointed out Oakridge is the home of the atom bomb. Joe's family moved to New Jersey and he spent his high school years there. Joe has been around a bit, Pennsylvania, Oregon, California and Utah. I'm sure glad he settled in Medford. When Joe moved into my neighborhood, he emailed me that he bought a home close by and could toss a glider to our place. I did not get a lot about Ann's early years, but she was born in San Raphael, California.

I have heard many stories of how couples started life together and they usually make great anecdotes. Joe tells me they had their first date at Longwood Gardens in Pennsylvania. What started as an afternoon date lasted about ten days. Hope this photo brings back memories of Longwood. Joe and Ann wandered the country and got married in Fortuna, California. Ann awakened his interest in model airplanes and got him a PT-19 control line plane,

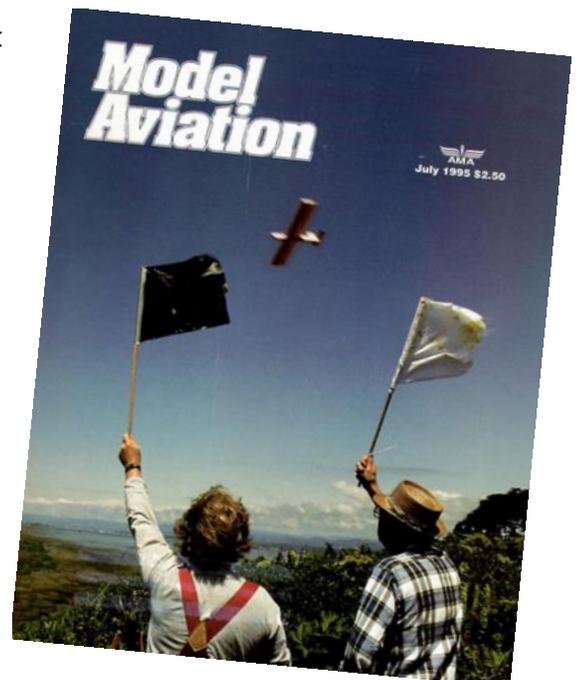


no doubt like this one I found on eBay. Joe claims that is what led to the mania that it has become today. Ann became a pretty good pilot and was president of the Eureka Radio Control Club. Joe was a member of the Redwood Empire Modelers Association and the High Sierra RC Club.



Ann provided me with two anecdotes. I'm not going into all the details. You can get the stories when you see Joe and Ann. I'll give you a couple of hints. The first story has to do with a glider contest. Joe was moving at an almost sloth-like pace. When all was said and done, Joe said something like, "Now I think I'll go home and have a nap". The second story was about a camping trip to watch the International Slope Soaring Championship. In the 1990s Joe and his brother-in-law Jess Walls began manufacturing Pink Floyd airplane kits. Really. Pink Floyd airplane kits.

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A Visit with Joe Geiger

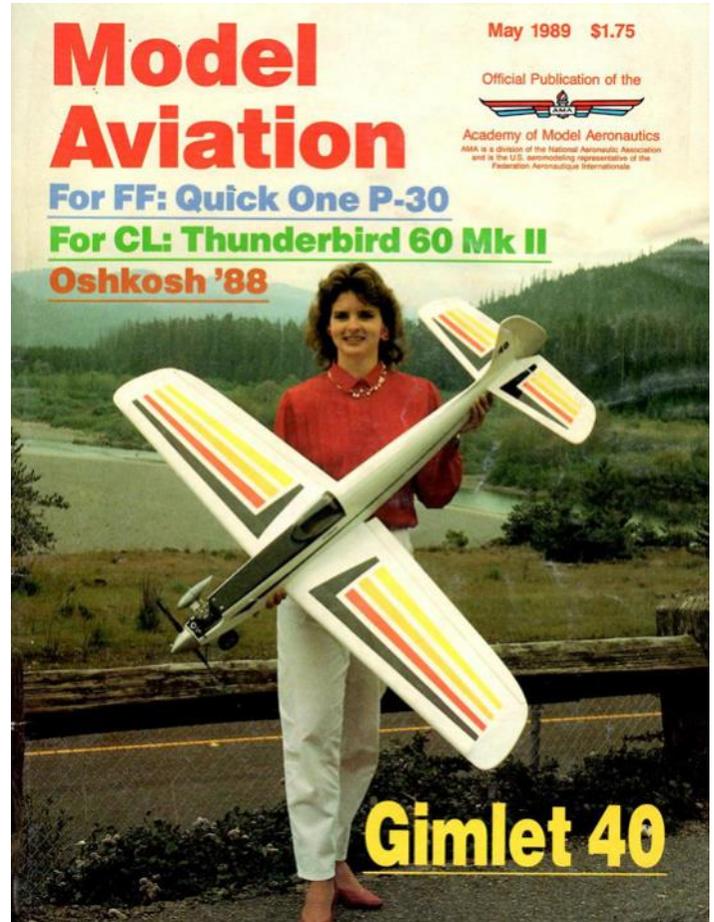
While Joe was a student at Gettysburg College. He was an Air Force cadet and a member of the drill team, lots of parades and a fancier uniform. After a year of that, Joe was informed that his eyes were not good enough for pilot training, but they wanted him to be a navigator. Have to ask if you want to fly with a blind navigator.

Joe and Ann are a wealth of interesting stories, They gave me a great interview with pictures. If you should meet Joe and Ann in the future, spend some a moment or two with them. I will now try to let pictures tell more of the Joe and Ann Geiger story.



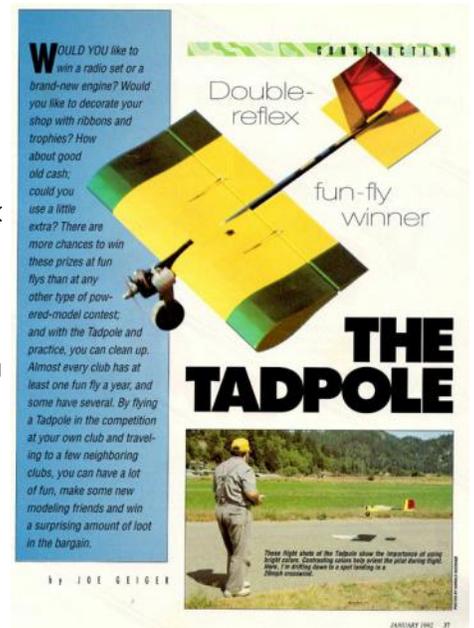
Going through the photos for this story was a hoot. Have to start with the beauty in the Geiger family and I'm not talking about Joe standing on the pontoon of his Cub, that Kadet Senior that was one of his

favorites or enjoying slope soaring at Bear River. No, I'm talking about Ann and the Proto Gimlet. The



Tadpole and Floyd also appeared in magazines. The picture of the build your own battle Floyd led me to think Floyd had some connection to Grants Pass and the cavemen who run around with clubs in their hands.

My really favorite photo was of Joe and Ann along with Jess and his wife Pat as they are off to race their Kinetics. Joe said the girls were going to call cuts. Wonder how that went. I think Joe was well dressed for the event, trimmed beard and look at that bowler hat (next page).



*** A Visit with **Joe Geiger** ***



Joe is a member of the Four Amigos Precision Drill Team. They were practicing for the air show. I heard them mumbling about needing a caller and maybe their airplanes should be the same.



The looks on the faces of Joe and his fellow club members tell the whole story. This photo was taken at Jay Strickland's end of the year potluck fun fly. Jay had just explained how one of the events would run, giving the contestants the rules. By the looks on their faces, I see humor, fear, joy, confusion and "What on earth is Jay talking about?" Jay and all the folks did go home with smiles and full tummies.

Here are some random photos of Joe out at the field. That's Joe with Jay Strickland. Jay was on a mission to help repair my plane.



Joe with one of his planes. Look at that smile and beautiful blue sky.



Here's one last look at our club Treasurer at home in his new shop. Joe knows how to keep things organized!

Jack Shaffer

Joe with another beautiful work of art.



Top Gun Fun Fly Results - May 31, 2020

Taxi Event	BB Gun and Flight	Bomb Drop	Final Standings	Place
Timed event. Maneuver your model on the ground through three sets of cones. Penalty for becoming airborne at any time. To help even the playing field, pilots with electric-powered models were required to hold their transmitters upside down (antennas towards the ground).	Timed Event. Pilots start by shooting a BB Gun at soda cans. Knock three cans off spool (or empty gun, about 30 rounds), then fly. Three laps of the pylon course, three loops, three rolls, and land. Return to the BB gun, knock off three more cans (or empty gun) to stop the clock.	Measured distance event. Dowels were strapped to the models (using rubber bands). The "bomb" was a small loop of lightweight plastic chain. Pilots had to make their bomb run at a certain minimum altitude, then drop the chain bomb by rolling inverted. No other technique was allowed.	All final results provided by the Event Organizer/Manager/Master Mind, Jerry Stinson.	
Jay Strickland	Scott Hudson	Jess Walls	Jay Strickland	1
Sean Mersh	Jay Strickland	Jay Strickland	Scott Hudson	2
Bruce Tharpe	Ray Wasson Jr.	Ray Wasson Jr.	Jess Walls	3
Joe Geiger	Jess Walls	Phil Swinford		4
Scott Hudson	Bruce Tharpe	Scott Hudson		5
Ray Wasson Jr.	Doug McKee	Doug McKee		6
Jess Walls	Joe Geiger	Bruce Tharpe		7
Phil Swinford	Phil Swinford	Joe Geiger		8



Club Pylon Racing in Full Swing for 2020

After years of flying small, balsa racers with .10-size glow engines, the organizers decided this year to make a switch. All race pilots now fly the Super Kinetic, an electric-powered foamy [available from Hobby King](#). The first race was held on June 13th, and Rick Lindsey emerged as the points leader. A lot was learned at that initial race, and the rules are being tweaked for the rest of the season. It's not too late to get involved! For more info, contact:

[Ben Musolf](#) 541-608-7240

IT'S ALL ABOUT

THE AROOSTOOK COUNTY FLYERS

by Jack Shaffer



There are times when I have no idea where my story will lead. This story is about a small RC airplane club, the Aroostook County Flyers, located in Presque Isle, Maine. Presque Isle is just eleven miles down the road from Caribou and Limestone. As it turns out, my Air Force days from 1958 to 1962 were spent at Loring AFB in Limestone, Maine. That is 3358 miles and a 51-hour drive from Medford.

The Aroostook Flyers may be light in members, but they fly big aircraft. Just kidding about the aircraft. Cuppy Johndro took this photo when a B-52 flew in for a static display last July.



It was the biggest news story in Northern Maine in 25 years. Loring AFB has been closed for many years, but the runway is maintained for a future need if necessary.

Cuppy is the secretary/treasurer of the Loring Air Museum located close to Caribou. She has six years of the USAF under her belt.



Let me get back to the Aroostook County Flyers. I had the good luck to contact Ralph and Helen Steeves who provided me the inside track to this club. Ralph sent me these photos. Life is tough in Northern Maine. That's Ralph by the lake flying his plane, Helen watching the wildlife and Helen sitting in a 1946 Cessna 120. Down the road I will do a story about this plane. It's a wow of a story.



The club has a beautiful field. It has a slope to it and it is great for flying by late May. Ralph sent great photos from last year's flying. The folks enjoyed the day, the delicious food and the outstanding flying.



District 8 Pattern Champs

by Art Kelly

It had been my intention to use one of the Spring Rogue Eagles meetings to make these presentations before all the membership. Alas, that couldn't happen.

Each month as we gather for our club meetings I have been in awe of the collective wisdom and aero modeling skill in the room. Even a conservative estimate of 20 years in the hobby among the 25 (or so) members at each meeting equates to 500 years of experience! That's impressive by any standard. And I'm sure that we all respect those who set goals for themselves, pursue those goals and are rewarded with the satisfaction of accomplishing those goals.

Each year the eight districts of the National Society of Radio Control Aerobatics (NSRCA) schedule a season of aerobatic competitions. Each of those contests results in a winner in each of the five classes. And the points earned in those individual contests accumulate toward the selection of a District Champion. Oregon is one of five states comprising District 8 in the NSRCA and the D-8 championship has been held in Medford for a number of years. It is a significant accomplishment to be recognized as a district champion. The club can be justifiably proud that in 2019 of the five district champions two are members of the Rogue Eagles.

Larry Cogdell set out to learn the Sportsman sequence and did an outstanding job of piloting his Olympus to the D-8 championship points.

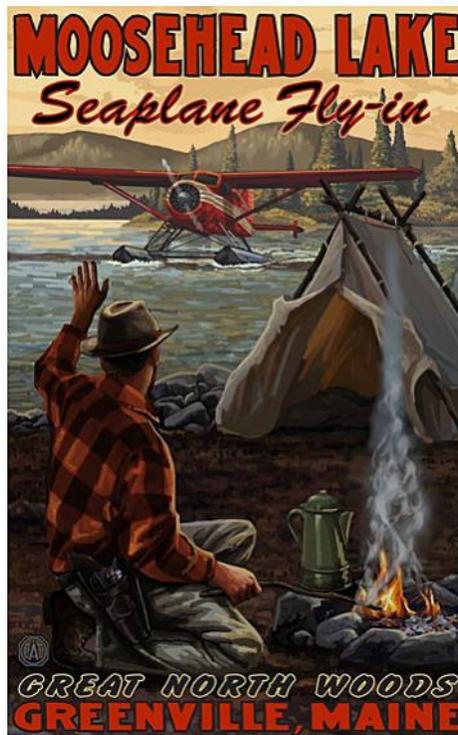
And all of us have entertained thoughts of taking up horseshoes or tidily winks after watching Sean Mersh fly. Sean competed at the top level in NSRCA (know as FAI) and walked away with the FAI District 8 Championship.

I tracked down both of them to present their District Champion polo shirts. Congratulations to both Larry and Sean. They did themselves and Rogue Eagles proud.

THE AROOSTOOK COUNTY FLYERS ...continued



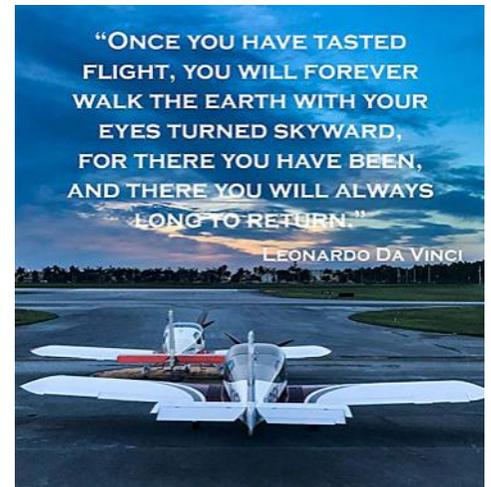
The folks from the club enjoy a trip down to Greenville, Maine. I know we were short changed this year with our float fly, but the folks in Maine invite us to the super Moosehead Lake Seaplane Fly-In. Yes, these planes are the real deal.



A final note about Ralph. He mentioned that he had worked at several car dealers before he settled with Sears for 39 years. He and Helen moved into his family home which was built around 1900. They did some renovations to the home. As they worked on the north facing wall, they found it stuffed with old newspapers for insulation. The headlines were news of the president of the time, Teddy Roosevelt.



I enjoyed spending time on Internet and phone with the folks of the Aroostook County Flyers. Ralph left me with this parting thought:



Larry Cogdell



Sean Mersh

ROGUE EAGLES WINTER BUILD CHALLENGE

~ List of Declared Projects ~

Builder	Project	Starting Point	Observations and Comments
Joe Geiger	Venture 60	BTE Kit	Already making considerable progress. Shouldn't take all Winter.
Joe Geiger	Powerhouse	Champion Kit	Famous old-timer design by Sal Taibi, 84" wingspan. Distinctive half-circle fin.
Phil Beahne	Reaction	BTE Plans	Reduced-size version of the BTE Reaction 54 jet. Will use glow engine in the nose.
Doug McKee	Smoothie	Balsa USA Kit	Doug is converting this classic design to electric. Also qualifies as vintage RC.
Jack Shaffer	Eagle 2	Goldberg Kit	Classic trainer. Jack wants to make this WBC a "gathering of Carl Goldberg planes".
Scott Hudson	Bristol Boxkite	Short Kit	150% enlargement of Pat Tritle design. Two wings, 2 stabs, 3 rudders, 1 canard...
Joseph Jones	Piper L-4	Goldberg J-3 Kit	Using Cub kit to build the L-4 flown by Lt. Col. Charles "Bazooka Charlie" Carpenter.
Dennis Young	Lazy Bee	LDS Short Kit	Popular Andy Clancy design. Will use OS .20 4C. Dennis is from Portland area.
Bruce Tharpe	Oregon Gem	Own Design	Enlarged version of .09-powered prototype from twenty years ago. Electric power.
Joe Porhammer	Fairchild 22 C7B	Flyline Kit	Vintage kit from 1985. For .09 - .15. Full-scale has parasol wing, inline engine.
Babe Caltabiano	Kougar	Sig Kit	Famous low-wing sport model with foam-core wing, jet styling, trike landing gear.
Paul Starks	1-4 Scale J-3 Cub	Sig Kit	Paul is also building Sig 46" floats for his Cub. Will use DLE 30cc gas for power.
Larry Miller	Krafty 60	Bridi Kit	High-wing, .60-size trainer with tri-gear. Recent posts show it ready for covering.
Alan Littlewood	CAP 232	Midwest Kit	Alan says up front with the mods he's planning, it may not be ready in April.
Geoff Randolph	Venture 60	BTE Kit	Geoff got the kit from Jay Strickland, who had it for years.
Ed Holder	Miss America	No Info	Beautiful old timer, classic stick construction. Should be a floater.
John Gaines	Macci 202	Short Kit	Full-scale was an Italian WWII fighter. Model is a 40-size racer. Special thin wing.
Dale McCuistion	Spirit of St. Louis	Royal Kit	Started late for last year's WBC. Still has plenty of building to do.
Steve Schooler	Tipsy Nipster	Balsa USA Kit	Was built for last year's WBC. but scheduling conflict prevented test flight.
Ben Musolf	Canard	Own Design	Ben is starting with a proven design, converting from low-wing to shoulder-wing.
Phil Baehne	Nomad	Own Design	Phil's second WBC entry this year. Shoulder-wing stunt model.
Martin Waide	Slow Poke	Great Planes Kit	Martin says he is building this one extra light. Will use diesel engine for power.
Richard Pekarek	Kestrel	Kit	West German sailplane kit, 112" span. Glass fuselage, wood wing, electric power.

Highlighted Projects are Known to Have Flown. For More Info, Contact [Bruce Tharpe](#) 541-582-1708

WBC UPDATE: The Maiden Flight Day for 2020 has been cancelled. Builders may fly their plane any time or save them for the Maiden Flight Day in 2021. All WBC builders will receive a plaque. Start thinking about your project for next Winter!

Status of Upcoming Events

All Meetings . . . **CANCELLED** until further notice

WBC Maiden Flight Day. . . **CANCELLED**

Ashland Airport Day . . . **CANCELLED**

Rogue Eagles Airshow . . . **CANCELLED**

Vintage RC Fly-In . . . **September 4 & 5 (Friday/Saturday)**

NSRCA Pattern Contest . . . **September 18, 19, 20**

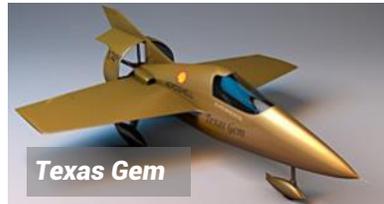
NOTICE: *The situation continues to evolve and further changes may be necessary. Members will be kept up-to-date with REACT email notifications. You can also watch the website for updates.*

Oregon Gem

Aircraft Design, Photos, and Article by **Bruce Tharpe**

One of the bennies of being Ye Olde Editor is that I can indulge myself from time to time with an article of personal interest so please, bear with me. Today's indulgence is a new design of mine, formerly named *Pusher 2020*; now named **Oregon Gem**. Inspiration came from Jim Miller's *Texas Gem*, a full-scale F-1 air racer from the 1970s. (Jim went on later to build two more unique race planes, *Pushy Cat* and *Pushy Galore*).

In my mind's eye, I see the **Oregon Gem** as a pylon racer, although it probably won't be particularly fast.



I built a smaller version of this some twenty years ago, powered with a Cox .09 (no throttle). It was hand-launched (watch your fingers!) and ended up flying great after some major tweaks. The thrust line was all wrong, and the horizontal stabilizer needed to be enlarged. Of course, the **Oregon Gem** has all of these tweaks designed into it.

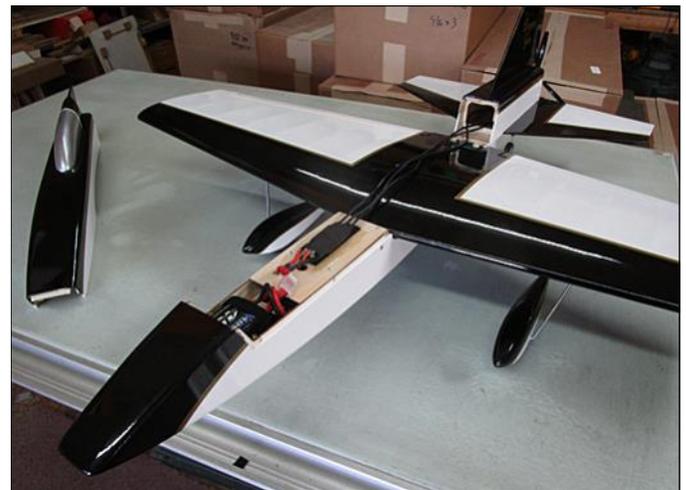
The big drawback to pusher designs in general is the balance issue, especially if the powerplant is located at the tail. That's why electric power for this model made sense - the motor itself is relatively light and the four-cell LiPo goes in the nose for balance (it still needed a little lead in the nose, drat!) The motor is a BadAss 2814 1300kV which, according to the numbers, generates 718W of power with the 8x6 three-blade prop that I'm using. The motor looks kind of small, but it should push this five-pound plane around the sky.

The model is all balsa and ply, even the wheel pants. The spike on top of the fin is just for looks. I don't know how long it will last, but it's cool for now. The wing is removable, but it's a compact airplane and I don't expect to take it apart very often. The finish is black and white Monokote with metallic gold vinyl graphics from Callie.

No, it hasn't flown yet. My major concern is ground handling. Being a pusher taildragger, it may have a mind of its own during the takeoff roll (kinda like pushing a two-wheel trailer), at least until the fin/rudder becomes effective. I've installed an Admiral 6-channel receiver with Stability Plus (like AS3X) so we'll see if that helps.

Interestingly, during my research, I could not find a single airplane, in all of history, full-scale or model, with taildragger landing gear and a pusher engine *at the rear of the fuselage*. So I'm either bravely exploring a new aircraft configuration, or other designers are smart enough to avoid it. Finally, I came across a new electric, full-scale aircraft currently being developed in Israel. I'm guessing they will soon upgrade to tricycle landing gear. Guess I could too, but I'm stubborn on this - it just looks right as a taildragger.

The **Oregon Gem** was designed and built for the 2020 WBC, but it may just sit in my shop until 2021. One of the simple joys of building a new model is being able to share it with club members at a meeting during show-n-tell. It doesn't look like that's going to happen anytime soon, so this is the best I can do. If you're itching to do a show-n-tell of your own, send me some pics and an article for the next newsletter. ❖



23rd ANNUAL ROGUE VALLEY FLYERS R/C

SWAP & SHOP & AUCTION!

- | | | |
|---------------|------------------------------|----------------------------|
| *RC PLANES | Saturday-September 19th 2020 | SPECIAL EVENT |
| *DRONES | | We will be *auctioning off |
| *HELICOPTERS | | the estate of a long time |
| *RC CARS | | RVF Member's Estate: |
| *MODELS | | Beautiful RTF Planes |
| *TRAINS | | Kits, Engines, Tools |
| *BOATS & MORE | | Building Supplies, Etc. |



WHERE: Josephine County Fairgrounds, Grants Pass

Vendor Set Up, Saturday 7:00 AM
Doors open to the public: 9:00 AM to 1:00 PM

Early registration by Sept. 5th: Wall tables \$20.00 ea. Center tables \$15.00
Registration AFTER Sept. 5th: Wall tables \$25.00 ea. Center tables \$20.00
SHOW SPECIAL: Buy 3 tables & receive an extra table FREE! (early registration)

General admission is \$3.00 at the door

***Estate Auction @ 10AM**

***Consignment Auction @ 11AM**

Overnight parking at Fairgrounds: Call 541-476-3215

For Swap Meet & Auction Info: Steve Schooler
714-614-2890 or email: stevster1953@yahoo.com

**If you are interested in bringing an unwanted item to be sold in our consignment auction, great! Call Steve: 714-614-2890*



**HERE'S ONE OF THE HIGHLIGHTS FROM THIS ESTATE. A BEAUTIFUL, GREAT PLANES, PIPER J-3 CLUB ON FLOATS. POWERED BY AN OS MAX 70 FOUR STROKE ENGINE AND IT IS READY TO FLY!*

PLANNER 4 U



- Experience, Education, Excellence
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McMinnville Aircraft Modelers

Invite you to participate in the

Fifth Annual Vintage Flyin

AMA Sanction #10023

When: July 11th, 2020 Time: 9:00am- 4:00pm

Landing Fee \$5.00

Pilots Meeting: 8:45am

Where: MAM Field

Events will be:

Our Annual Club BBQ

Displays and Flying of Vintage Aircraft

Open Flying of Non-Vintage Aircraft

Participating with Vintage AirCRAFT will earn twice the

Points For Prizes. All Flyers Eligible For Prizes

See reverse side for details of a Vintage Aircraft

Directions: 2 Miles SouthWest of McMinnville, Oregon
on Hwy 18 then West on Masonville Rd for 1.5 Miles.
Field GPS N45deg 10.411' W123deg 16.477'

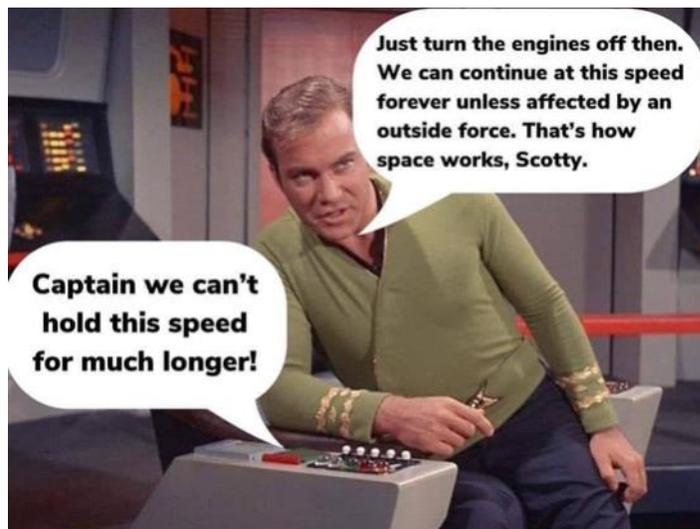
Contact for More Information:

PRESIDENT: BUTCH JURHS BUTCH@JURHS.COM
CONTEST DIRECTORS: JOE MILLER dragonriders54@yahoo.com
MERLE HOEM 503-871-5307 hoemcraft@outlook.com

Welcome to the Rogue Eagles!

We gained two new members since the previous newsletter...

Jeremy Hewitt from Central Point
John Forbes from Grants Pass





Officers and Staff

Click on any name to send email

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

Vice President

[John Gaines](#) 541-951-1947

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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

Meeting Information

All general meetings are cancelled until further notice

Seen Out and About



Here's **Pete Thayer** and his House of Balsa 40-size Mustang. He did the maiden flight shortly after the Spring Fun Fly. He said, "What a joy it is to fly, but a nightmare to control after touchdown."

Below is a pic of **Sean Mersh's** Super Kinetic racer. Hmm, it looks different than the racer he's holding on the newsletter cover page. Practice bird?



Check out this propeller organizer, submitted by **Jess Walls**. He says his wife Pat made it for him from "sheet vinyl, graduated pocket sizes since my propellers range from 5" to 15". Like a shoe storage organizer, it hangs on a door, in my work room."



VINTAGE RADIO CONTROL SOCIETY



NORTHWEST FLY-IN . . . SEPTEMBER 4 & 5

A Friday/Saturday Event

Agate Skyways . . . Medford, Oregon



***OPEN FLYING FOR ANY MODEL THAT WAS DESIGNED,
PUBLISHED, KITTED, OR FLOWN IN 1984 OR EARLIER***

Free Registration! Bring as Many Models as You Like

Awards & Prizes for Pilot's Choice & Vintage Spirit

SAM R/C Assist Models are Welcome

**11TH ANNUAL
VRCS FLY-IN**

**For More Info,
Please Contact**

[Bruce Tharpe](mailto:Bruce.Tharpe@rogue-eagles.org) 541-582-1708

or visit rogue-eagles.org

