

Winter 2019

ROGUE EAGLE

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

Modeler
of the Year

Eric Kirby poses with his stunning SE5 model. Is this the most finely-detailed scale model in the club right now? Photo by Ye Olde Editor.





The Flight Brief

By Club Prez, Scott Hudson

2019 Is Officially In the Books

This time of year seems to be when we all reflect, which I've done a little myself. I was thinking back to when I first joined this club. I was simply looking for a place to fly. I didn't know anybody, and at the time I preferred to be by myself, but that didn't last long, and it's turned into so much more than that. I remember clearly the first time I went to the field. There was one guy there, flying the biggest

RC plane I'd ever seen. He met me with a smile and invited me over to chat with him. It didn't take long for us to become good friends and I owe so much of what I know, my flying style, and success in the hobby to that individual. That member was "Big Bob" Knudsen. If someone would have told me then that 12 years from now you'll be President of this club... I don't know that I would have

believed them. Over the years I've made many other good friends, and I've learned a lot from so many willing to help and share.

I've said it many times before that this club has an amazing group of

members. We are an incredibly active club, with so many people eager to help. We had 15 events last year, and every one of them went off without a hitch. Currently our roster sits at 156 members, which I think is incredible. According to the AMA's numbers we are the 2nd largest club in Oregon, and all of this in a time when you read and hear about our hobby being in decline. We had 16 new members join this past year in 2019. And this seems to be trending for us. In 2018 we had 15 new members join, and the same in 2017 with 15 new members. That's 46 new members in the past three years. I think that's something we should all be very proud of! We must be doing something right.

That said, there's a lot that goes into running our club. Not only for it to be so successful, but just the day to day operations. And for that I'd like to thank our hard working officers, board members, and membership that put so much time and effort into our hobby.

A sincere "Thank You" for a great 2019 and here's to an even better 2020!

See you at the field.

Scott

Welcome to the Rogue Eagles!

We gained a new member since the last newsletter:

David Duste from Medford

Two Rogue Eagles earned their turbine waivers last Fall. First up was **DJ Coplen** (below) followed by our pres, **Scott Hudson**, a week or two later. Congrats! Now go burn some Kero!



And the lovely lady at DJ's side is **Marissa Lee Martin**, a Wimer native. They were engaged in December. 2019 was a busy year for our man DJ!

2019 TOP GUN FUN-FLY

Event Report by **Ye Olde Editor** - Photos by **Jack Shaffer**

The individual events crafted by the event mastermind, Jay Strickland, have been described in the past as diabolical. Add to that, “task rich”. For example, the first event this year called for you to taxi your model slalom-style around a set of cones. At the far end, you were to taxi between two cones. On your return trip to the start/finish line, you were required to serpentine in the opposite direction. Did I mention it was timed? So the goal was to do this as fast as you could, all while staying on the runway. Lifting off brought a severe time penalty.

But the time didn’t start at the start line. No. It started back under the picnic shelter, facing a cardboard box with a pair of dice in your hands. You had to roll until you got a “7”, then shuffle/run out to the flightline with a glow plug held in a spoon. There you were to drop the plug into a cup. Jay said he was doing us a big favor because in years past you have had to thread the plug into your engine before starting it. With most of the guys flying electric models these days, this was a nod to fun-flies past.

At that point you would do the taxi thing, stop your model, then dash back to shelter and roll until you got an “11”. This is where luck really comes into play; just ask me. The stopwatch would click off and your tasks were done.



Then it was on to the second event.

Jay described all of these events, as best he could, at the pilots meeting. I think the photo above captures the general mass confusion of the pilots during the briefing. The first few pilots would work out most of the bugs and demonstrate any strategies that might be helpful. Thankfully, the pilot order was shuffled for each event.

Notice I did not at any time use the word “difficult”. If you could taxi and roll dice, you could join the fun. The flying events were not hard - but challenging to do well. Amazingly, the first few raindrops were felt just as the last pilot was

wrapping up the final event. I don’t know how he did it, but Jay also managed to cook hot dogs for everybody to go along with the potluck feast AND he supervised the silent auction that brought over a hundred bucks into the club. That was one busy, diabolical man that day!

Top Gun Fun Fly Results

7/11 Taxi	Dem Beans	Bomb Drop	Final Standings	Place
Scott Hudson	Scott Hudson	Jess Walls	Scott Hudson	1
Jerry Stinson	Bruce Tharpe	Jerry Stinson	Jess Walls	T-2
Rich Josephson	Rich Josephson	Scott Hudson	Jerry Stinson	T-2
Jess Walls	Joe Geiger	Clark Wolf	Rich Josephson	4
Larry Myers	Jess Walls	Bruce Tharpe	Bruce Tharpe	5
Larry Cogdell	Jerry Stinson	Rich Josephson	Joe Geiger	6
Joe Geiger	Larry Miller	Larry Cogdell	Larry Cogdell	7
Larry Miller	Larry Myers	Joe Geiger	Larry Myers	T-8

40th Scalemasters Champs

Fresno / Reedley CA Oct. 21-23, 2019

Event Experience by Eric Kirby

Last October I had the privilege of competing in the 40th US Scalemasters Champs.

It's funny sometimes how long the road can be to qualifying and competing at this level. I have competed many times in the past in Europe and the US with varying results but never had the right aircraft at the right time to make it to Expert Class. Scale flying and building has always my goal and passion since I started flying in 1994...to this day one of the most beautiful sights in my opinion is a beautiful scale aircraft being flown in a scale like manner gracefully around the patch. I do marvel at some of the very talented Pattern pilots in our club and at times the perfection and grace they demonstrate is awe inspiring...this same sublime appreciation of dynamics and control is what it's all about in scale flying. Fortunately with scale flying you are not required to perform any maneuver that the original was not capable of..so that enables mid level II pilots to compete with confidence without having to perform figures outside their comfort zone.

The SE5a Odyssey:

I started work on my 1/4-scale RAF SE5a in 1994, as a David Boddington / English design, semi-scale short kit. I plugged away diligently for a few months and then realized after I actually got some accurate three-views just how inaccurate this "Fun Scale" plane was going to be! So I ripped much of it apart and began rebuilding to 100% scale accuracy.

At that time there wasn't much detail documentation for the SE5 available on the internet but as time



passed I discovered that there was indeed an original full scale SE5 still flying at Old Warden Airfield in Biggleswade, England as part of the Shuttleworth Museum's Flying Collection. So In 1998 I made the pilgrimage from Switzerland, where I was living at the time, to Old Warden to enjoy one of the most amazing experiences of my life. All the aircraft in the Shuttleworth collection are flying originals or scale replicas, home to many famous original aircraft the era. Watching WWI and WWII aircraft landing on the beautiful green grass runway only a few hundred feet away was jaw dropping!

I was given access to the SE5 on the field and was able to take the many photos necessary to replicate the details on



From Ye Olde Editor: Just how scale is it? You be the judge. The photo on the left is a pic of the full-scale airplane that Eric has chosen to duplicate. He uses the photo in his documentation packet for the judges. Photo on the right, from about the same angle, is Eric's model. THAT's how scale it is.

my model, including pics of the cockpit and gauges etc. so they could be replicated with accuracy. Luckily, also around this time someone came out with a "Walk Around Photo CD" of my particular SE5 which made my mission much easier and clarified many details.

A labor-of-love project like this takes on a life of its own it seems, and it became a quest to get more accurate measurements. Luckily, Duncan Hutson, a kit manufacturer at the time was able to supply me with very accurate three-views and measurements to faithfully complete my project.

During the build I also built a few other kit planes and competed with what I had to gain experience and flew against the top two RC scale pilots at the time. I also became a certified FAI scale judge to get the insiders view of what the judges were actually judging and critiquing. Judging is a great experience but can be grueling on long hot days in the sun!

In 2004, with the SE5 project half finished, I moved back to the states and my SE5 went into storage for six years until I got myself resettled and learned how to be an American again! Long story short... finally got my shop set up again and joined a few clubs in California and was back in action.

I was very happy to be invited to compete at the 40th Scalemasters Champs in Reedley this past October. The bugs were finally all worked out (I thought) after three years of CG testing, removing weight (came out too heavy), and a complete engine change out. I had about 15 successful flights with my plane and practiced as much as I could leading up to the champs. The Reedley field is an abandoned full-scale flying strip now run by the Clovis, CA. club and they did an incredible job getting the brand-new venue ready for the hundreds of guests and pilots.

Friday, the first day, was very windy and only the brave flew. I decided not to fly and was glad I didn't... My main goal was to have a good time, enjoy the experience, support Scalemasters, meet other scale pilots, and bring my plane home in one piece! The most important lessons I've learned over the years is to make sure every detail of your plane is working correctly, do not force yourself to fly if you're not up to it, and be certain your support equipment is all in good working order (batteries fully charged etc.).

Friday also witnessed two total destructions and two serious mishaps... very sobering. Luckily, Saturday was less windy but it kept shifting.... so of course we were all required to take off left to right, for which I had not practiced! I did OK with my figures and scored a few 10's and was glad to get that first flight under my belt. My second flight was a bit more

challenging. Upon landing, my plane wasn't able to throttle down to idle speed as I sailed past the landing area and slid off the runway and overturned. Luckily, the damage was very minor, but it had me scratching my head. The usual Saturday night dinner banquet was excellent and I was awarded a plaque for the "Best Engineering Achievement" due to my complicated functional louver cooling system on the front end - over 300 hand-made parts! The award was a total surprise for me.

We were back at the field for the final day Sunday. The best three out of five rounds were to be added to the static judging points where I scored a 99.5%. But if anything is going to go wrong it will happen in a contest. And so it was... during my third flight my throttle linkage got stuck at half-throttle after about five maneuvers and I informed the judges that I would have to fly around for the next 15 minutes to empty the tank.

After toggling the throttle I was able to free up whatever was sticking and immediately called for a landing, but only gained points for those maneuvers completed on that round. So my day ended with 2.5 rounds out of five completed as I declined to risk my plane again after that. "Live to fly another day" is always my motto. There are more contests coming up next year!

I came in sixth place out of 30 pilots in five classes and was also awarded plaques for the "Best WWI Aircraft" and the "Best Biplane". So not a bad start for my first competition finally with this plane and it felt very gratifying after over 3000 hours of work and replicating every minute detail of this historic aircraft.

Blue Skies, Eric Kirby



This is a group of sailplane enthusiasts who have established and maintain a "Levels program" similar to our Rogue Eagles program. LSF got started in the early 1970s and is still active. They put on the soaring events at the NATs in Muncie, IN each year.

They started with pure sailplanes launched by bungee or winch. They now accept hand launch and even ELECTRIC powered sailplanes. They want to promote R/C model airplane soaring.

No dues, no fees. You just have to complete the level 1 requirements and mail them the form.

- Level 1 - 5 minutes soaring flight.
 - 15 minutes slope flight.
 - Spot Landing - 5 landings within 3 m of a spot.

That's it!

- Level 2 gets considerably harder
 - 15 minute soaring flight
 - 1 hour slope flight
 - 10 spot landings within 1.5 meters
 - Participation in a competition event.

In June 2020 we will be having an LSF Clinic at Agate Skyways (club field). There will be forms available and coaches for those who want to get involved... or for those who have been involved but are taking a break (insert smiley face here).

We plan to have several forms of launch equipment available: high start, winch, and aero tow. Electric sailplanes are welcome too. Motor runs are limited to 30 seconds or 200 meters altitude.

Yes! There are thermals at our field! They are a little hard to find sometimes but I had a 20 minute soaring flight in December this year, in between rainy days.

We will put together a slope safari after this event too. There are several slope sites within 3 hours of Medford.

Are you getting bored just flying around and doing the maneuvers you have done 100 times before? This is a way to challenge yourself to improve without getting into competition.

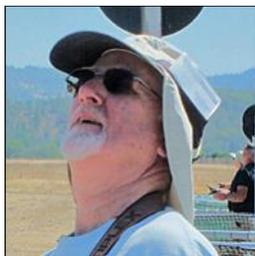
Jess Walls LSF #6622 Level 4 jesswalls@ymail.com



2019 ROGUE EAGLES AWARD WINNERS

Awards were voted upon at the annual Christmas Party in December

Modeler of the Year



Eric Kirby

Also Nominated

John Gaines
 Scott Hudson
 Bruce Tharpe
 Mort Sullivan

Member(s) of the Year



Larry & Patty Myers

Also Nominated

Jess Walls
 Sean Mersh
 Larry Cogdell

Most Improved



Suzanne McCuiston

Also Nominated

Larry Cogdell

Broken Prop Award



Paul Starks

Also Nominated

Babe Caltabiano
 Jerry Stinson
 David Duste
 Larry Cogdell

Pylon Points Champion



Jay Strickland



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.

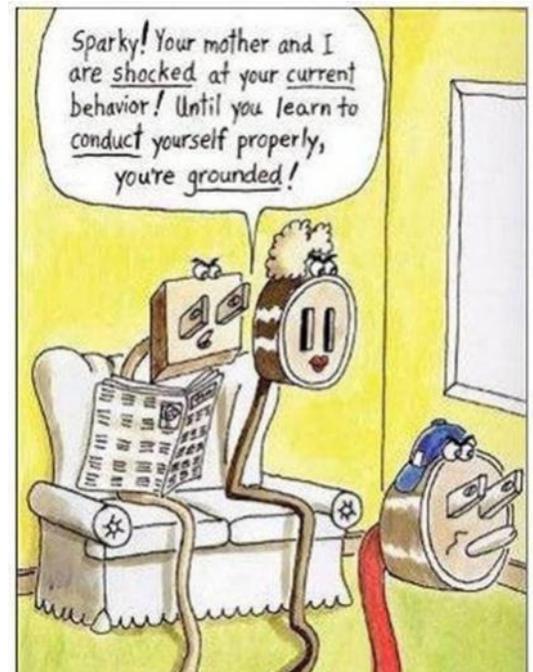
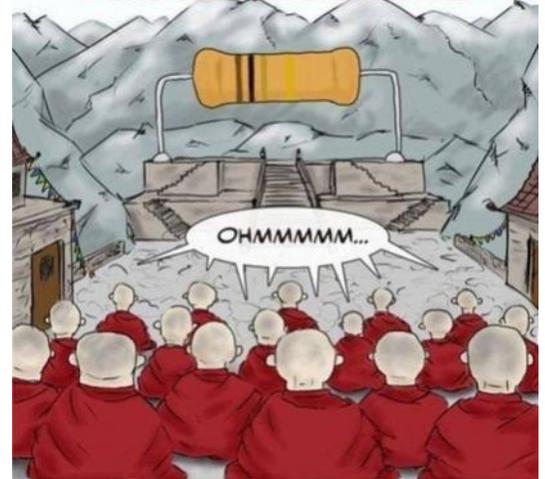
FOR SALE - Kits, Both New In Box

1/3 scale Balsa USA Supercub \$400

1/5 scale AT6 (105" wingspan) \$200

Contact Rick Lindsey 541-776-5832

JOIN THE RESISTANCE



Time to renew your club membership for 2020.
Take care of it at the January meeting!

Dues must be paid by January 31, 2020 for benefits (including gate combination) to remain in effect. Still only \$50 for use of a wonderful flying facility. You don't have to show your AMA card, we can verify your membership through the AMA website.

If any of your info has changed please either use the renewal form or tell me what is new.

Jess Walls 707-845-2833

Membership Coordinator

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	Pusher 2020	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	Sort 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.

Still Plenty of Time to Enter! For More Info, Contact [Bruce Tharpe 541-582-1708](tel:541-582-1708)

Look for something new at the Maiden Flight Party in April. The Spring fun-fly and potluck have been moved to a separate date. This frees up the afternoon for regular open flying. This way, the dozen or more pilots with new WBC models will have a chance to fly them some more after all the maiden flights are done. Everybody's welcome to fly in the afternoon, so bring your favorite bird and join in!

But wait, there's more... The maiden flights are always fun to watch, but I thought we could make the morning even more of a spectacle - not just for the WBC pilots, but for all club members. In addition to the maiden flights, I would like to mix in a few flights of models that are out-of-the-ordinary or rarely seen during a typical visit to the field. They don't have to be maiden flights (although they might be).

With all due respect, this kind of rules out big IMAC planes or pattern ships that you see all the time at Agate Skyways. I'm talking about special models that you might luck into seeing if you just happen to go out to the field at just the right time.

Well imagine if "just the right time" happens to be the same morning as the WBC Maiden Flight Party? Pilots of each special model will have the sky to themselves, so there's no worry about airborne traffic. I'm envisioning something like a mini airshow just for us, and I'm calling it "Must-See R/C".

I've talked to a few guys about this. Notably, Eric Kirby has agreed to fly his magnificent SE5 if the conditions are good. You may see some other scale projects, maybe a turbine model, that sort of thing. Nothing's written in stone right now; more info will follow in the next newsletter.

Got something that might fit the bill? Don't be bashful; let me know about it. But don't just show up and expect to fly. I'm going to pick the participants ahead of time that I think most people want to see that morning.

Must-See R/C could be spectacular, or it could be a spectacular flop. We will just have to see!

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



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, January 14, 2020
Tuesday 7pm, February 11, 2020

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

[Click here for directions](#)

Officers and Staff

Click on any name to send email

President

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

Vice President

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

Secretary

[Eric Kirby](#) 707-483-0464

Treasurer

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

Membership Coordinator

[Jess Walls](#) 707-845-283

Board Members at Large

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

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

[John Buford](#) 541-879-0436

Safety Coordinator

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

Event Coordinator

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

Newsletter Editor

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

Public Relations

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

Webmaster

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

Chief Flight Instructor

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

In 2020 we are going to have an entire year of bad puns about vision.

I can see it now.

Seen at the Chili Fly-In



Jess Walls = first to fly in 2020



Doug McKee

Photo by Raoul Salem

Seen at the General Meetings



Scott Hudson and his magnificent Demoiselle



Steve Schooler



Bruce Tharpe

Photo by Raoul Salem