

July 2017

ROGUE EAGLE

Official Newsletter of the Rogue Eagles R/C Club - M...OR - AMA 534



~~~ BREAKING NEWS ~~~

Announcing AMA District XI's

Newest Associate VP ~

Our Own JAY STRICKLAND.





## Monthly Meanderings by Bruce Tharpe, Club President

### June's Over? Julying!

Seems like the year is zipping by and projects are finally getting done at the field. As I'm writing this, the runway sealing and striping is scheduled (may be done by the time you read this). Of course, the control line circle is built and protected from vehicles by hay bales - thank you Rod Graham and John Buford. Everybody keeps asking me if we are going to park cars out there for the Airshow. It's truly

undecided right now. If we do, the circle will most likely require some repair afterwards. If we don't, we're going to have to shuttle a lot of guests from the front gate area, which means a lot of volunteers, passenger vans, organization, etc... I would really like to see a member step forward and take on the challenge of handling all the parking for the Airshow and take one thing off Larry Myers' plate. If you're interested in being the Parking Czar, please call me 541-582-1708 or Larry 541-770-3390 (before 7:30 pm).

### Since We're Talking About Volunteers...

Longtime members know that our Airshow is the biggest and most important club event each year. If you are new to the club, the Airshow is our chance to shine for the surrounding community, collect a sizable donation for charity, and make a bit of money for our general funds. Every year we make the plea for volunteers and every year we seem to come up a little short on manpower. Oh, the show certainly goes on, but there's more we could do for our guests during the weekend. I already mentioned parking, and the board is discussing some money-making ideas that will also need warm bodies to accomplish. So give this a thought... along with volunteering yourself, consider asking your spouse or responsible offspring to pitch in as well. A handful of wives help us each year, but there's room for more. They don't need to know a thing about airplanes as long as they can wear a smile and treat folks right. Let us know - phone numbers above.

### New Event Proposal

Last month I went to an interesting event in Shelton, WA. Technically, it was the grand finale to an event that had been ongoing for several months. The Sanderson Field RC Flyers organized a "Winter Build Challenge" where participants were encouraged to build a new balsa plane, from a kit or plans, during the Winter months. The kicker was they were to all meet in the Spring and do all of the maiden flights on one day. That's what I went up to see! Most of them did great, but there were a few clunkers. All in all, it was a resounding success and they plan to do it again. I learned that they actually borrowed the idea from the Portland Sky Knights who have done it a couple of years now. So maybe this is something that could become a Northwest thing.

In a nutshell, the rules are it must be a new build from a balsa kit or plans. No ARFs or foamies. No repair jobs of previously flown aircraft. Previously started kits are okay, but they must be less than 50% completed. Can be any size or complexity, powered with glow, gas, or electric. To enter, you must post at least one photo of your project on our facebook page or in this newsletter. To finish the challenge, your plane must be flown at the maiden flight party. Notice your plane and craftsmanship are not judged - it's a social event.

Personally, I love the concept because anything that promotes model building is alright with me. We should try it here! Please consider it for a possible new club event for the upcoming winter. The idea's being floated now so you have plenty of time to think about it. I'll gather feedback over the next several months to gauge interest. If there's a healthy group of builders who are interested or, dare I say, excited about the idea, we'll do it!

*continues...*



[VIDEO - Sanderson Field - Winter Build Challenge Maiden Flights](#)

[Click Here to visit a Photo Gallery](#)

## Roller King

In last month's newsletter, Ye Olde Prez related how my true calling in life was discovered during the construction of our control-line circle. Yes, the sense of purpose and tranquility while atop that industrial roller, mashing everything in sight, was overwhelmingly joyful. Apparently, a couple of our members were able to see beyond the sheer awesomeness and manliness on display and could tell your fearless leader was having the time of his life. To commemorate this important moment in time, my "friends" **Calvin Emigh** and **John Gaines** took it upon themselves to present me with the keepsake shown below. They even modified it to make it remote controlled (with a stick and a string). It shall be cherished.



See you at the field -  
stay cool out there.

*Bruce*



## Eagle Eye . . . Observations from around the club



AMA District XI Vice President **Chuck Bower** (right) enjoyed a friendly lunch with **Jay Strickland** (left) and **Ye Olde Editor** (hey, somebody had to take the picture) at Tarasco's in Rogue River. Chuck talked about his exploits as an AMA VP and let us know he was looking for an AVP in our area. Jay seemed like the natural candidate with his experience as an AMA Leader Member and former club president. A few days later, the job was his! Jay joins a group of ten other AVPs in our district - [click here to see the full list](#). Allow me to speak for all of us in wishing Jay well in this new adventure, hopefully with maximum achievement and minimum headaches.

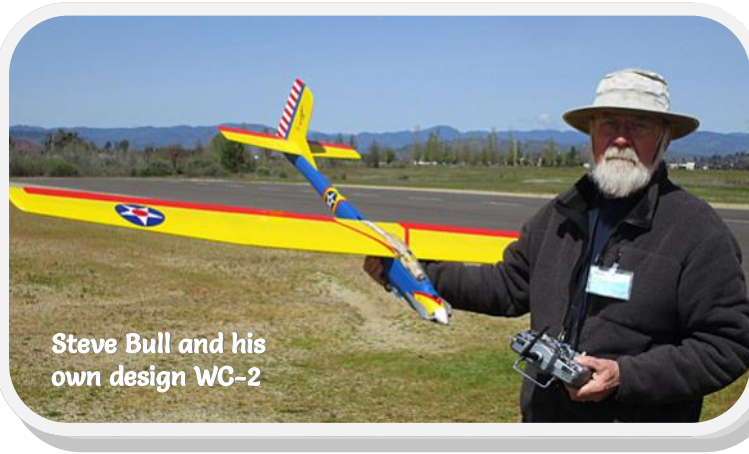


Even though the IMAA is long gone, our Big Bird event lives on! It now has the reputation (in my mind at least) as our hottest event of the year. Temps were well into the 100s for all three days this year. Yet through it all, CD **Gary Neal** and his wife **Wendy** managed to keep smiling and made it a fun time for all the participants. Sixteen pilots braved the conditions and it ended up being a fine weekend of flying. Victory Dogs was out there which was a treat - I usually miss out on their unique fare during our airshows because I'm busy and the lines are long. Anyway, thank you Gary for taking good care of us and thank you Wendy for taking good care of Gary!



# About the WC-2

## by Steve Bull



Steve Bull and his own design WC-2

About 12 or 15 years ago I was doing a lot of glider flying at Del Valle reservoir in the East Bay hills. It was a great slope site. You could get lift no matter which way the wind blew. The guys who fly there now tell me a lot of the lift is gone due to climate change but that's another story.

Anyway, I got interested in glider aerodynamics. I got a copy of the "Old Buzzard's Soaring Book" by Dave

Thornburg, one of the best books there is on soaring and basic glider design. I built a basic soaring glider with about a 60-inch span. It was only a partial success because I didn't know enough about airfoils and wing design.

Somebody recommended "Airfoils at Low Speed" by Michael Selig. It's a tremendous resource for glider airfoils. I also got a copy of another great book, "Model Aircraft Aerodynamics" by Martin Simons, which gave me the key to the wing design of WC-1.

The short explanation is that cambered airfoils actually provide lift at negative angles of attack. Generally, the more camber the more negative the angle of attack can be before the lift goes to zero. At zero lift, both airfoils are operating at the same coefficient of lift.

So what you do is combine two airfoils with different camber, with the more-cambered airfoil at the tip and the less-cambered airfoil at the root. If you provide enough washout at the tip, both airfoils will then fly at the same lift coefficient which means that all along the span the wing is working at the same level of efficiency. Furthermore, tip stalls are eliminated since the wing center always stalls first. I adopted this concept to WC-1.

I copied two airfoils out of "Airfoils at Low Speed" and designed a new 66-inch wing using the S3016, camber 2.09%, at the root, and the S3014, camber 2.57%, at the tip. Washout is 1.5 degrees. Wiley Coyote is under a Sig canopy turned around backwards because, well, why not. It flew great!

It had a lot of carbon fiber in the wing, but I eventually snapped the wing in half diving Wiley down from a couple of hundred feet and giving him full up at eye level. The first three or four times he zoomed right back up. But then the wing snapped half way through the pull and the fuselage skittered about a 100 feet along the summit road while the wing halves fluttered down the hillside. It was pretty spectacular!

I immediately set about designing WC-2. But then work and other things got in the way and I gave up flying until we moved to Medford almost three years ago. The Rogue Eagles is such a great club that I got hooked back into flying again.

I had the plans for WC-2 and all the balsa, carbon fiber, and even the graphics in a box along with Wiley. He was all I had left from WC-1. I made some changes to the plans, adding a motor and increasing the span to 76 inches, and that is the plane in the picture. Actually that is WC-2a since I already crashed WC-2 about the same way I crashed WC-1.

Incidentally, there is a lot of carbon fiber in the wing, fuselage and tail. The power system is an E-flight 15 on three cells with an APC 11x8 folding propeller and 60-amp BEC. The airfoils have low drag over a wide speed range. I use three different size batteries depending on how I want to fly: 1800 mAh for thermaling, 2200 mAh for just flying around, and 3000 mAh to add weight for higher speed.

Unfortunately, the plans have been changed so much over the years that they are no longer useable, or reproducible.

All I can say about WC-3 is it will be a bit bigger, may use a different airfoil combination, but won't have rubber bands holding the wing on. Wiley will still be the pilot.



## Richard DeMartini

I must apologize to Richard and Bruce for being way overdue in getting out this story. Good golly, the Float Fly, All Scale Contest and Fly-In, plus the field cleanup day have flown by. Get that? Flown by. OK, so let me get to the story.

I have always wanted to know what makes a human being like to watch our model pylon planes go fast and turn left. So, I invited the person with my answer out to breakfast and you know this person as Richard DeMartini. We met at Elmer's, had a fine breakfast and covered the basic get-to-know-you-stuff. We all know a little about fellow club members. We see each other at club meetings, events and hanging at the field. You learn so much more while having a conversation over breakfast at Elmer's.



Here are a few tidbits I learned about Richard. He attended Junipero Serra High School in San Mateo, California. A few notables who also came out of this school are Barry Bonds, Jim Fregosi and, of course, Tom Brady. Wow, that's a mouthful. Richard and his wife, Marie, moved to Medford from the Bay Area to be closer to their kids. After much conversation and good food, we made our way to Richard's home and workshop. We talked about his current project, a re-do of a Piper Tri-Pacer left at the field. It's looking good. I prefer to call his garage and workbench Richard's hangar.



Richard is a family man and married to his delightful wife, Marie. They have a daughter and a son. Here is a photo of Richard and Marie.



Marie told me a story of how she came to the Bay Area. This story happened before meeting Richard. Marie and her family lived in North Dakota. Her dad had a job where, if he could find someone in the Bay Area willing to transfer, they could swap places. He found just the right person and it was so long North Dakota, hello San Francisco.

Here is Richard giving me a trip down memory lane. Here are three way-early photos (next page). Over the years, he has picked up a lot of hardware for his modeling skills. Notice all those trophies.

*continues...*



## Richard DeMartini



This photo of the flying field at Whittier Narrows had me take a trip down my own memory lane. I lived in Southern California and visited this field. Great place to fly.



It was a pleasure to walk around Richard's hangar and have him give me the lowdown on his many detailed airplanes.



This is a busy picture (below). Richard explained that, back in the day, he belonged to the Condor Club and this was the club patch. I have no idea what's up with the JACK CAN HELP sign or the Goofy head. Richard did explain the news headline with all the zeros. Back in 2006, the national debt was 7 trillion dollars. Oh, for the good old days. Also, take note of all those tools that we all should use when we build our planes. No wonder Richard's planes all look so straight and true.



Richard has the right plane for any event, or just to go out to the field for fun.



*continues...*



## Richard DeMartini

Richard is giving me the details of this airplane. Looks like a very hot Gee Bee over my head. I also enjoyed Richard's collection of signs. Please note the new club sign Richard will take and display at the field.



Richard is what the Rogue Eagles are all about. He has been a winner at the VRCS event, CD coordinator for the pylon races, is the club's Event Coordinator, and does his share when it comes to work parties.

Talk about a small world. Up until my visit, I did not know that he and Marie were from the Bay Area. As soon as I got home I emailed them this picture.



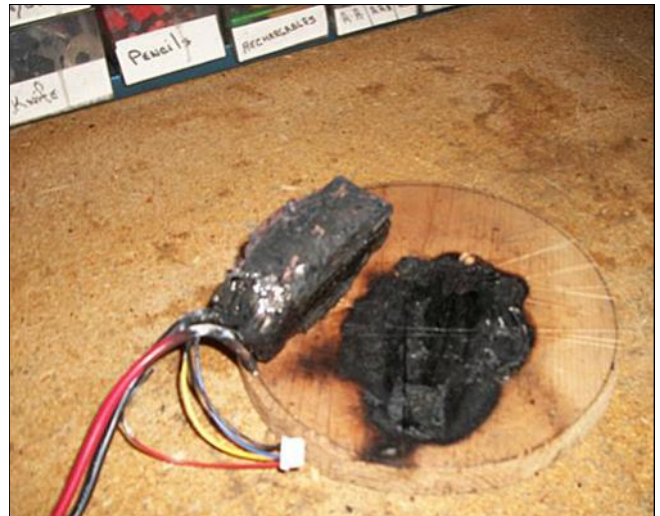
Carole and I are big time puzzle builders and had just finished this one of San Francisco.

*Jack Shaffer*

## NEWSFLASH: LiPo Fire in DeMartini's Workshop

**Richard wrote:** *"This is what happens when you walk away for 15 minutes while your lipo battery is on the charger, Thank God for smoke alarms, otherwise I would have lost the garage."*

**Later, Richard elaborated:** *"While working in my model area which is my garage, I decided to charge my Turnigy 2200 mAh lipo batteries. Using my Thunder Power charger, I charge at 2 amps, and I always charge batteries on a piece of wood and inside (or at least covered with) a battery charging bag. Here's the big HOWEVER... This time around I was sitting near the battery while working on an engine, and of course this would only take a few minutes, I thought! I decided to go into the house to look up a specification on the engine and figured I would be gone for five minutes. The five minutes turned to fifteen as can happen while being online. I was in the back of the house when my wife started yelling my name, this is never a good thing, at which point I went to the laundry room which opens onto the garage and could hear the smoke alarm. My emergency response training kicked in and I opened the door to the garage very slowly as to not cause a back-draft whereas I could see the entire garage engulfed in smoke. Knowing I had the battery on charge I went to that area, pulled the wall plug, opened the doors, and used a large fan to clear out the smoke. This battery exploded and spewed small particles all over the place. Thanks to a good alarm system, I was spared a fire. The one inch piece of wood was burnt down 3/8 of an inch. The moral to this story is don't leave a lipo battery unattended while charging, even for a few minutes, and always use a charging bag. Remember good smoke detectors are essential in every room, even the garage."*



**Editor's Note:** Certain Thunder Power chargers have been [reported to have issues](#), but Richard suspects the well-used battery was at fault in this case. To be safe, Richard says he has switched to a different charger. Many of you remember the infamous fire at our field where a member's van was destroyed and our overhead shade structure was damaged. Charging a lipo battery always requires caution and vigilance. Discharge and discard any lipo that's damaged or excessively puffed. ♦

# IMAC Is Back!!!

article by **Art Kelly**  
photos by **Pat Dunlap & Y.O.E.**

Agate Field was once again the focal point of beautiful scale model aircraft competing in our annual Big Bob Knudson memorial IMAC contest. And we were all delighted to have Linda Sue, Bob's widow, join us for the weekend. At the pilots meeting on Saturday morning it was gratifying to hear the remembrances of fellow members who had the benefit of knowing and learning from Bob.

It was rewarding to see the turnout from our own Rogue Eagle members and our numbers were enhanced by those who traveled many miles to enjoy our beautiful facility.

John-Paul Takas and his family made the trip from the Portland area. John-Paul is a college student and competes in the Unlimited category as well as in Freestyle. Following the last round of competitive flights on Sunday, we locals were treated to some phenomenal freestyle flying as he took his Yak through maneuvers that an airplane shouldn't be capable of flying. Example: at full deflection his elevator is 85 degrees. Needless to say when he goes full throw the term "TORQUE" comes to mind.

Dave Villwok and his wife made the trip all the way from Seattle. Also an Unlimited category pilot, Dave showed us the polish of many years of flying

Roger Compton was the vagabond among us. Roger travels the country in his big RV and calls home the RV park he has happened to discover on that segment of the trip.

Deland Peterson is from Shasta Lake and was the only pilot to have a mid-air collision with the electron gremlins. In the middle of his second round of flights he lost all control of the aircraft and it augured in despite every input he gave his transmitter. It is never ever a good sight to see a fellow RCer experience the "long walk."

When the dust had settled, the Rogue Eagles could look with pride on their own.

## BASIC CATEGORY

First Place - Tyler Johnson won every round of his category

Third Place - First time IMAC competitor Wade Lanham took the trophy. He claims he wasn't nervous, even though his knees were shaking.

Fourth Place - Mike Freeburg. Another first time IMAC contestant, Mike flew solid rounds and seemed to have a big smile throughout.





## **IMAC Is Back!!!** ...continued

Ray Wasson Jr. and Ray Wasson Sr. filled in the last two slots. They were both impressive as Ray Sr. had not flown in IMAC in many years and this was Ray Jr's first contest.

### **SPORTSMAN CATEGORY**

First Place - Jerry Stinson. Despite the fact that he could hear the thunder from the nearby drag strip, Jerry stuck around and was very consistent winning all rounds. Time to move up Jerry.

Second Place - Mick Valenty. Many of us witnessed the tragic accident Mick had with his IMAC plane just a few weeks ago and we thought he would be a spectator only. But as luck would have it, Larry Myers was offloading his big bird. Mick jumped at it and was back in the running.

Third Place - Deland Peterson. We send a big thanks to Deland for joining us and extend our sympathies for the misfortune he had with his plane

**INTERMEDIATE CATEGORY** (Each of the three contestants took at least one round in the category)

First Place - Jim Spurlock, long-time member of the Rogue Eagles was again among us with another bird from his beautiful collection of Carden aircraft. Jim is "Mr. Steady" and demonstrated his calm management of the controls even as the winds began to pick up in the afternoons.

Second Place - Tim Agee. When the final landing was complete Tim trailed Jim by just 77 points (out of 4,000)

Third Place - Scott Hudson. We all owe Scott a huge thanks for his tireless efforts in making all contestants feel welcome. Scott was seen everywhere from moving airplanes around, judging, scribing, calling, and, oh yes - flying. A big "Attaboy" to you.

**UNLIMITED CATEGORY** (a close one, these two were separated by 33 points)

First Place - Dave Villwock with his wife calling drove away with the trophy but it was oh, so close.

Second Place - John-Paul Takas. Youth always makes it look so easy. The rest of us can't move our thumbs that fast.

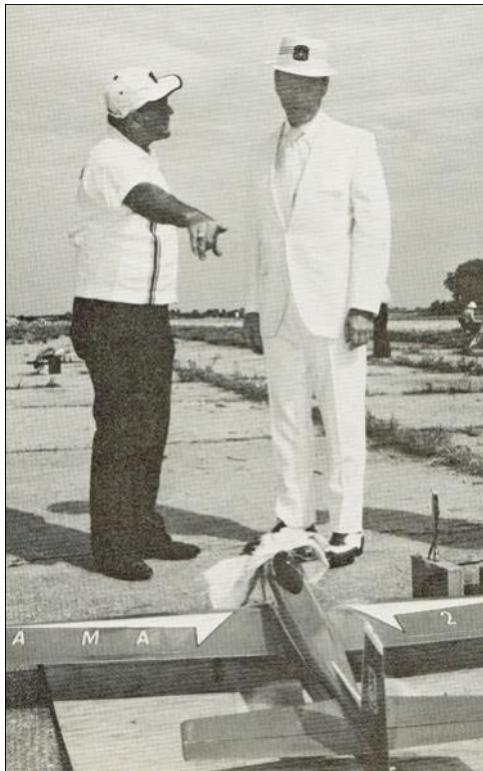
A great contest with many thanks to Sean Merish for a supremely well-organized event. It was the consensus of the locals that our visitors drove away with smiles and the satisfaction that comes from an enjoyable contest. We hope that this is the next step in rebuilding Medford's IMAC. ♦





# MEMORY LANE.

Anybody Recognize These Guys?



The plane might be your first clue. It's a Super Kaos, and the man pointing at it is the famous model designer and world-class pilot, Joe Bridi. The dapper gentleman listening with interest is the even-more-famous radio news broadcaster, Paul Harvey. And the interest is genuine because Mr. Harvey was a dedicated modeler himself, and even wrote articles for popular hobby magazines like American Aircraft Modeler and RC Modeler. [Click here](#) to read some of his work.

Paul Harvey had a unique and instantly-recognizable vocal style featuring quirky intonations and long, dramatic pauses. Many of his broadcasts began with his standard lead in, "Hello Americans. This is Paul Harvey. Stand by for news." and ended with the iconic "Paul Harvey.... (pause) ....Good Day!" He was not bashful about mentioning or promoting our hobby in his broadcasts. I'll end this like Paul always ended another famous series of broadcasts:

"And now you know... the REST of the story."

## Fun-Fly at Kingery Ranch Field

**July 29-30, 2017**

- > This is a "Bring & Fly Anything" Event!
- > Dry camping on-site
- > Raffle Prizes!
- > Open flying Saturday & Sunday
- > Free Lunch!

Sponsored by Douglas County R/C Flyers  
Event Director ~ Tal Botner  
541-417-2230

Northbound Directions

- > Take I-5 Exit #150
- > Go north on Eagle Valley Rd to Yoncalla
- > Turn Right on Elkhead Rd
- > Go about 1 mile ±
- > Turn Right on Kingery Ranch Lane
- > Go over the creek and turn left onto the flying field

I-5 Exit # 150

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"I'll be honest. Your chances are slim."

## 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, July 11, 2017**

**Tuesday 7pm, August 8, 2017**

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

[Click here for directions](#)

## Seen at the June Meeting



Phil Baehne continues to churn out airplanes like nobody's business. The Bushmaster (below) with eyeballs is cute, but the stunter (above) with eyes and lips . . . Sorry Phil, it's kinda creepy.



## Club Merchandise

These items are usually available at the meetings.

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



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