

December 2018

# ROGUE EAGLE

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

**Scott Hudson** peacefully cruises along with his pretty Demoiselle park flyer as the sun sets in the distance. Scott's wife, Terry, caught the magical moment on her iPhone camera.



Merry  
Christmas



### So, About the Newsletter

A few months ago I was making noise about this being my last issue as newsletter editor. And it still feels that way in a lot of respects. It's just getting harder and harder to carve out the time required each and every month. But... the board and our in-coming pres seem agreeable to switching over to a quarterly format for the newsletter, which seems more doable. Given the relentless arm-twisting, the unsolicited-but-much-appreciated flattery, and the prospect of a new publication schedule, you guys have made it pretty hard to simply walk away. So it looks like Ye Olde Editor is sticking around a bit longer. Look for upcoming issues in the Spring, Summer, Fall, and Winter next year.

The decision to go this route was made easier with the knowledge that our club already has exceptional internal lines of communications. Urgent announcements and time-sensitive matters are handled with our REACT email blasts. Of course, we still have monthly meetings to hash over any pressing issues and propose ideas. And our Facebook group is still going strong and provides every member an instant means to share their modeling joy. Want to keep up with the various Winter Build projects? Join the [Facebook group](#) to see all of the posted updates.

Anyhow, the newsletter has become more of an after-the-fact repository of event reports and happenings in the club, which is fine. It's important to document these things in some fashion so they can be re-visited not just a few weeks later, but for years to come. Going quarterly won't affect that kind of content, but should ease the burden on me and any other editor down the line.

### Well This is Awkward

After proclaiming that I was stepping down as editor a few months ago, Jack Shaffer took it upon himself to pen a final tribute of sorts. That was all before this idea of going quarterly. Now let me say, Jack has been my steadiest contributor and staunchest supporter since the beginning. It's been a real pleasure receiving his input over the years, and I hope it continues. Hope is actually the wrong word - he's already submitted a story for the Spring newsletter! Getting back to this tribute article, I wasn't sure whether to include it or not. On one hand, you could question its appropriateness and accuracy given the new set of circumstances. On the other hand, I know it came from his heart and it does focus on my favorite subject - me 😊. The final decision was to include it as written. For the very few of you who aren't sick of me yet, this should do it!

Oh, and Jack, you're a treasure. Thank you for everything.

*continues...*



*A terrific team! Our ace reporter Jack Shaffer, his wife Carole, and their faithful companion Lizzy. Looks like they found a warm spot at the coast.*



### Christmas Party Jingles

Okay, not sure what that intro means, but it sounds festive. As was the party! This is always a unique gathering - away from the field, no airplanes around, just friendly people. It always seems to reinforce the fact that we've got a strong, healthy club with genuinely good folks. And a lot of those folks deserve a round of applause for pulling off (or is it putting on?) this jolly event. Many thanks to Jay Strickland for making the arrangements with the retirement center and serving as host for the evening. Thanks also to Jay's wife, Marti, for doing the leg work on gathering raffle gifts for the spouses. Larry Cogdell did a wonderful job, as always, setting up our PA system and providing an excellent slide show for our entertainment. Larry and Patty Myers helped out by collecting payments and handing out raffle tickets; Joe Jones and his wife contributed an extra party cake; Rich Josephson contributed a foamy Gee Bee for the men's raffle. Several other prizes were contributed - sorry I didn't get all your names, but they were greatly appreciated. A big thank you to all who helped make the party a success.

### Field Improvement Coming Our Way

There's no timetable for this, but we may soon have AC power at the field. Our club has received some significant donations to help this come about. First, we received a heavy-duty inverter valued at something over a thousand dollars. Calvin Emigh was then able procure a stash of deep-cycle, high-capacity batteries, valued at many thousands of dollars. It will take time and

*continues...*

## Rogue Eagles 2018 Awards

### MODELER OF THE YEAR



Paul Starks  
with Debbie Starks  
showing her support!

Also nominated: Scott Hudson, Bruce Tharpe, John Gaines, and Rob Merriman

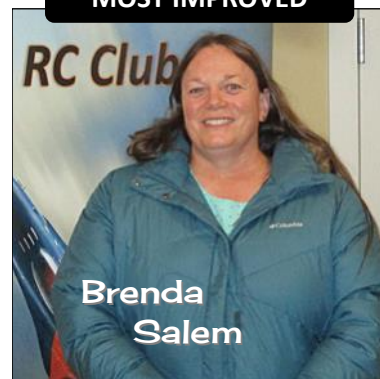
### MEMBER OF THE YEAR



Larry  
Cogdell

Also nominated: Sean Mersh, John Buford, John Gaines, Bruce Tharpe, Jess Walls

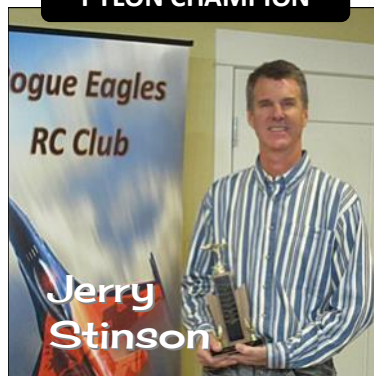
### MOST IMPROVED



Brenda  
Salem

Also nominated: Suzanne McCuiston, Rob Merriman

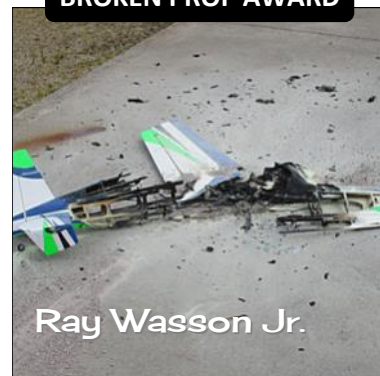
### PYLON CHAMPION



Jerry  
Stinson

Wow, this is Jerry's fifth year in a row as Pylon Champ.

### BROKEN PROP AWARD



Ray Wasson Jr.

Also nominated: Jack Shaffer, Richard Schwegerl, John Parks

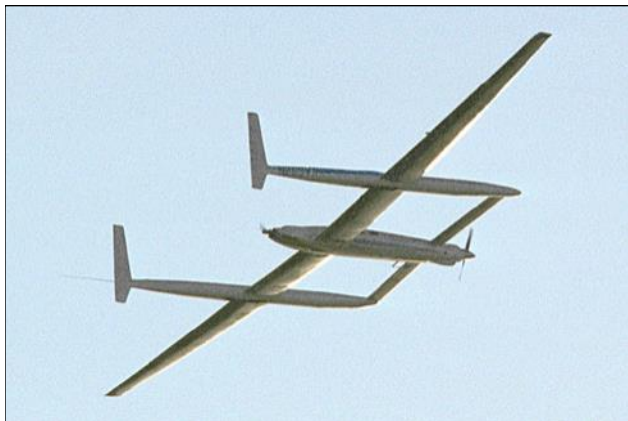
a few hundred bucks to make it happen, but Calvin's taking on the project so you know it will be done right. First goal will be to add an outlet or two near the charging station. If all goes well and the club approves, we may extend the AC power with outlets in the impound enclosure.

Calvin's a busy man, so let's give him the time and space he needs to put this all together. It's quite a project.

### How an Airplane Designer Thinks

Moving off club biz for a moment, here's a story that has always tickled me. One of my aviation heroes is Burt Rutan, designer of the Voyager aircraft which circumnavigated the globe without refueling (do you know that was over thirty years ago?).

Burt's brother Dick was one of the pilots for that famous flight, and also the test pilot prior to. Dick returned from an early test flight and was upset with the handling qualities of the spindly Voyager. He complained that it was too flexible



and the controls were mushy and almost useless. He told Burt "the damn thing won't turn!"

Burt calmly replied, "Dick, it was designed to fly around the world. It doesn't **have** to turn."

*Bruce*

## McMinnville Aircraft Modelers

### Swap Meet 2019



March 9<sup>th</sup> 2019

Yamhill County Fairgrounds

2070 NE Lafayette Ave

McMinnville, Or 97128

Vendor setup Friday March 8<sup>th</sup> 4pm to 7pm

Vendor setup Saturday March 9<sup>th</sup> 8am to 9am

Swap meet opens March 9<sup>th</sup> 9am to 2pm

Wall Tables are \$20 each

Floor Tables are \$15 each

Swap meet admission

\$2 per person at the door

Jeff Jones 503-367-4784

[joneses460@msn.com](mailto:joneses460@msn.com)

Butch Jurhs 971-237-1737

[butch@jurhs.com](mailto:butch@jurhs.com)

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# Why, Yes. I have set a National Record!

by Jess Walls, Club Secretary

There are 4-5 good slopes along the coast within an hour of Eureka, CA. There are 2 world-class slopes. Our club was small but we had 8-10 pretty dedicated members. We held monthly glider contests: thermal events in the spring and summer, slope events in the spring when the wind was good.

Model Aviation magazine used to list National Records monthly, not sure why they stopped. One record that I regularly monitored was Slope Duration. I knew that our two great slopes were each capable of conditions that could exceed the current records, having flown at both morning, noon, and night.

Setting a record seemed like a fun thing to do, so I began planning. Most club members were supportive of the idea and one of our CDs agreed to run the event. Lots of paperwork, nothing else very difficult is involved. Spotters, observers, timers needed for the entire flight, but like I said we had supportive members. The record I chose was class C slope duration and the record at that time was 11+ hours.

Did I mention planning? Picking the day (sanction must be a specified day), getting the airplane ready, knowing all the rules that had to be followed, that was the hard stuff. Flying was easy. The CD, Daryl Pfaff did all the

paperwork and personnel planning.

An Airtronics Oly 2 glider was my choice because it had a large fuselage for batteries, it was easy to fly, and I had one! The additional weight of four "D" cell Duracell batteries was actually an advantage on the slope. I soldered them together so there was reduced



***Here's the record breaker, in all its glory. This photo was taken many years after the feat. Jess still has the plane!***

chance of connector failure. No switch was used for the same reason. Yes, I test flew it several times to make sure there would be no surprises. I had measured the draw the two servos had when moved to their extreme ends to be 50 ma. "D" cell Duracell batteries have about 2,400 mah capacity so I figured they were overkill but like I said, the weight was actually a plus on the slope.

The transmitter was a Futaba AM 4-channel that I modified with a 3 mm receptacle into which I could plug power from a car battery and voltage reducer (from 12 v to 9 v). The 1,200 mAH nicad battery that comes with

the Tx was good for at least three hours of continuous use, so the car battery was again overkill.

The CD and I agreed to meet at our primary slope, 1,200 feet above sea level with unobstructed views to the ocean, at 6:00 am. When we met, the sun was up but the clouds were down to 1,000 feet. With less than 100-foot visibility, we decided to go down to Table Bluff - 150 foot elevation above the ocean and beach. It was clear and the winds were steady at about ten mph. Our observers and two other record aspirants were already there so we set up and got the clock ready. It was 7:00 am, May 5, 1992.

I launched smoothly and the Oly 2 headed straight out and started gaining altitude. I gave it right rudder and it immediately turned LEFT! Yep, rudder was reversed. The Futaba Tx had switches on the bottom to reverse servo throw so it was quick and easy to make the change. No other equipment issues occurred during the flight. The other guys had problems and didn't break their records.

The sun was up until after 8:45 pm, but didn't see any reason to press my luck. The 7:33 pm landing was uneventful and after we had all congratulated ourselves we went home. 12:33 was a long flight!

Planning and testing was the key to success. After this record, our club members set 5 more National Records. All still stand as of today and the longest is over 13 hours! ❖

The following email was sent to all club members on 11/21/18. There is still time to vote...

**Are you in favor of adopting the updated Constitution and Bylaws as published in the November 2018 newsletter?**

\*\*\*\*\*

Instructions:

1. Find the email from 11/21, hit "REPLY"
2. To cast your vote, simply type **YES** or **NO**.
3. Type your name (this is your electronic signature)
4. Hit "SEND"

\*\*\*\*\*

Votes received without a name will not be counted. Deadline for voting is 7:00 pm January 8, 2019.

For details on the voting process, or to use a paper ballot, please refer to the "Notification of Club-Wide Vote" in the November 2018 newsletter.

# IT'S ALL ABOUT "YER" OLD EDITOR

by Jack Shaffer

I have been in a state of panic as of late. In the August 2018 newsletter "yer" old editor wrote that, after five years and sixty newsletters, he would step aside from this task. Not only is he no longer our editor, but his tenure as president of our club will come to an end. With all that said, I decided to take a trip down memory lane and pay a bit of a tribute to "yer" old editor. Bruce is a very gifted person and his accomplishments are many. Just to name a few, he is owner of BTE, organizes our Winter Build Challenge, holds the VRCS event, supports Model Aviation Day at the mall and runs a half-marathon or two. Gee whiz, the list goes on. The man is a winner in my book.

I waited excitedly every month for the next edition of the newsletter, knowing that it would contain stories about members, event updates, modeling tips and general information. As the years and monthly editions flew by, I tried my best to keep track of my favorite highlights and photos. I don't want to be a copy cat, but I'm going to do my own style of meandering and wander down memory lane with photos. Hard to pick a favorite photo, and yes, you may have seen a few of these pictures on Facebook or past newsletters. Keep in mind, these are my meanderings and memories.

Have to start with these two. That's Bruce's dog. Yep, his name is Jack. The other photo is of Bruce flying with his son, Brandon, but it could be any of us with our fathers.

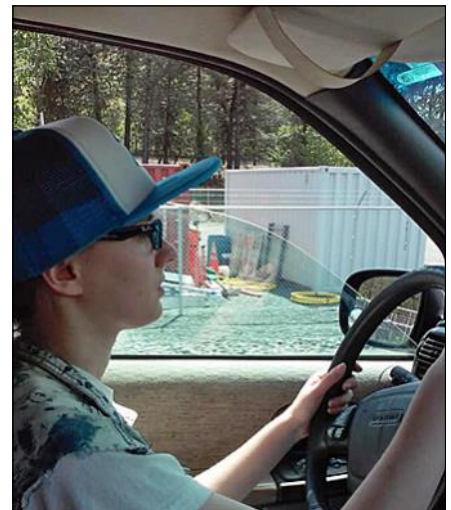


(Editor's note: old pic from Iowa!)

Mentioned early on that Bruce is the owner of BTE. This photo tells that story. Here is Bruce at Agate Lake with his Venture 60. How many of you club members have built one of these?



Like these photos. Here is daughter, Natalie, passing her drivers test. Yum, what a feast. This was a Christmas Eve buffet at Bruce's dad's place. Sadly, Bruce, his family and the modeling world lost Bruce, Sr. this past May.



The next photos are of Bruce running half-marathons. Now that's a hoot. On occasion he does strap on his long-distance shoes and has at it. Check out these photos. Don't have a photo of him doing the Rogue River Run, but Bruce reported the temperature was 30, icy rain, wind and about a hundred runners. Not so for the Rock "N" Roll



**IT'S ALL ABOUT "YER" OLD EDITOR** (...continued)

Marathon in Las Vegas. Bruce figured 19,000 runners and at least that many spectators. The temperature was 60 with dead calm. Not too sure I have all the facts, but it looks as though Bruce is showing off his ribbon. The smiles indicate that he and his sister, Susan, had just had burgers and fries at the Shake Shack.



Two other favorite photos are of Bruce at the field.



Bruce at the 2018 VRCS with his le Pou du Ciel. (top right)

I enjoyed doing interviews and articles for the newsletter. A highlight was when Bruce would take time from his busy schedule to have breakfast with me and the club member I



was interviewing. I want to thank him and all you Eagles who let me into your homes and made time to do the stories.

What is left to be said of your editor and president? I would sum up my feelings by a story that Bruce wrote. It was titled, "A Story from My Friend Bruce Gaines". As I read it for the umpteenth time, sadly the three Bruces are now down to one. As I noted earlier, Bruce, Sr. passed on earlier this year. We are blessed to have Bruce, Jr., our editor, president and friend with us. This article is dedicated to the "Three Bruces". (See the Bruce Gaines story next page)

My next-to-last comment is to thank Bruce for giving me latitude to cover any subject and using my stories. Also thanks to my wife, Carole, for taking my notes and pictures, giving them her touch and making them the stories you read.

I really do want to end this story with a smile on my face and, I hope, on yours. My final photo is of Bruce holding his new granddaughter, Astria, with his son, Brandon. ❖



## A Story from My Friend **Bruce Gaines**

by **Bruce Tharpe** (reprinted from the August 2015 newsletter)

Bruce Gaines (John's father) passed away in June. He was a Rogue Eagle club member and a friend of mine. Over the past few years he would visit me at my shop and we would go to lunch at the Wimer Café. Occasionally, Bruce Sr. (my father) would join us - we were the "Three Bruces".

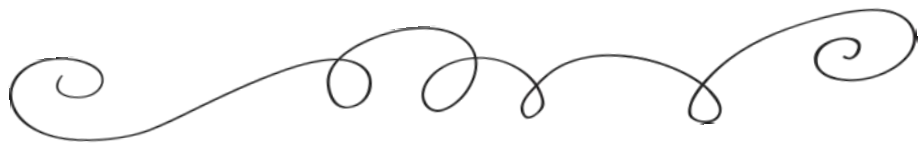
Bruce Gaines was an accomplished modeler. He raced RC boats successfully for many years in California and was a leading proponent of the canard-style boat arrangement. But his involvement with model airplanes went way back to his childhood in the late '30s or early '40s. I remember him telling this story (more than once) about how he got started with models and how his new hobby possibly changed the course of his life...

His introduction to model planes came when he saw a young man flying a beautiful rubber-powered free flight model at the local high school in Astoria. That's all it took - he was hooked. He went to the dime store, plunked down ten cents each for two kits and another five cents for a tube of glue. He recalled that one of the planes was a J-3 Cub. His memory was fuzzy on the second plane, but he thought it was a floatplane of some kind. Bruce told me they turned out to be a "disaster - no chance to fly". But he loved building them.

At one point during his frenzied building sessions, his buddies tried to talk him into going to the rail road yard to steal boxes of candy from a warehouse. In fact, he was with the same group of boys - they were all about 12 at the time - just one week prior when they pulled off their first candy heist. Yeah, Bruce came home with a box of candy from that outing, but this time he was focused. He stayed home to work on his models. And sure enough, this time the boys were caught.

And that's how model airplanes kept Bruce out of trouble - literally.

Rest in Peace my friend.



*From Ye Olde Editor: Since Jack brought it up, let's talk about running. Truth be told, I corrected Jack's story in a couple of places. He had me doing marathons (26.2 miles), but I've only done half-marathons (13.1). Big difference! Marathons are for tough guys (and girls). This picture pretty well sums up my training regimen. ☛*





# ROGUE EAGLES WINTER BUILD CHALLENGE

~ List of Declared Projects ~ (projects in blue are new since last newsletter)

Builder	Project	Starting Point	Comments
Dennis Detloff	Four-Star 120	Sig Kit	He has a Four-Star 40, this will be its big brother. Will use converted gas engine.
Phil Baehne	B-36 Bomber	Old CL Plans	Ambitious as always. The B-36 is over 100". Power to be six .25 glow engines.
Jess Walls	Zipper (Small)	BMJR Kit	Famous 1937 Carl Goldberg FF design, 30" wing span, will convert to RC.
Jess Walls	Zipper (Larger)	P & W Model Kit	That's right, two entries, same basic model, different sizes. This one's 54" span.
Don Harris	Stearman	Sterling Kit	Prolific builder from North Bend. Sterling kits are known to be "difficult."
Rick Lindsey	Christen Husky	Byron Kit	1/3-scale, 105" wing span. Plane is partially-built, was started by Don Harris!
Bruce Tharpe	WBCwing	Original Design	Plank-style flying wing, 140" wing span, electric. First sketched 30+ years ago.
Rod Elledge	Eagle 2	Goldberg Kit	Rod says, "Not a huge challenge. Something to glue myself to." Floats too.
Joe Geiger	Das Little Stik	Midwest Kit	46" wing span. Will probably convert to electric. Classic vintage design.
Jack Shaffer	Moonraker	Balsa USA Kit	Old school, vintage RC sport model with swept wing. Lots of shaping and sanding.
Ben Musolf	Simplex 60	Plans	Pretty old-timer, 60" wing span. Will power with OS .26 four-stroke engine.
Scott Hudson	RAF FE2b	Short Kit	From Aerodrome RC - came with no instructions. WW1-era pusher biplane.
Steve Bull	Dallaire Sportster	Shive Specials Kit	Classic free-flight design from 1938. Will use early OS .60 4S with open rockers.
Dennis White	Astro-Hog	Sig Kit	Dennis says "not another Astro-Hog," he will kitbash into something different!
Paul Starks	Playboy Sr.	Plans	Famous 1941 oldtimer, pylon wing mount. Lots of sticks. No info on power.
Doug McKee	Pete 'n Poke	Great Planes Kit	.40-Size design, Doug's going to use a Saito .82 four-stroke. 60" Parasol wing.
Babe Caltabiano	Skylark	Goldberg Plans	No kit for this one, Babe is scratch building from plans. Outerzone download.
Larry Miller	Smoothie	Balsa USA Kit	Classic low-wing sport model. Qualifies as vintage. Will use OS .40 four-stroke.
Mort Sullivan	Super Sinbad	Hangar One Kit	Elegant old-time sailplane design, Mort will convert to e-power, folding prop.

*Still lots of time to enter - the maiden flight party will be some time in April*

You can read the rules and see updates on all of these projects on the [Rogue Eagle's Facebook Group](#)

Questions, suggestions, comments, or ideas?

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

There's quite a debate raging in our facebook group about **Joe Geiger's** Little Stik (below). Joe's trying to decide whether or not to add scallops to his ailerons or not. Scallops would be more authentic, but would take more work to sand and cover. Of course, everybody's got an opinion!

**Dennis White's** Astro-Hog wing is taking shape (right). Dennis writes, "Framing up the first Astro Hog wing I'm trying something new! I'm using a 12" by 24" flat metal base. I picked up various

magnets at Harbor Freight. It's actually working out pretty well. If you double up the magnets you double the clamping pressure!"

See more project updates on our

[facebook group](#)





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Click on any name to send email

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## Club Info Page

For information about the club, how to join, past newsletters, photos, and much more, please visit the Rogue Eagles website.

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

## Meeting Information

The next two General Membership Meetings are scheduled for

**Tuesday 7pm, January 8, 2019**

**Tuesday 7pm, February 12, 2019**

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

[Click here for directions](#)

## Christmas Party Raffle Winners



*Thank you spouses and significant other that support us in this wonderful hobby. And Merry Christmas to all.*



## Club Merchandise

These items are usually available at the meetings.

To purchase, call [Suzanne McCuiston](#) 541-613-0633



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