



News Letter

Winter, 2023

News of the field

Cold! That seems to be the main theme so far this year. Many people still go out and fly, just maybe not as early or for as long. Tuesdays and Thursdays still seem to be the most popular. Fridays sometimes also. Weekends are usually quieter, maybe because there are other things to do?

There have been some new airplanes seen flying around lately. Some built ups and some ARFs. The hobby is still going strong among us old timers. There are a few new members too! Say "hello" if you see them. We were all new members at one time, make them feel welcome!

The Hobby King Slow Pokes are among the favorites. Low cost, good fliers on 3 cells. The wheels are too hard for asphalt runways but there are options. Hard wheels tend to promote bouncing, soft ones absorb the impact. There are at least 2 flying.

Jay Strickland's Top Gun Fun Fly was the last event of 2022. The participants had fun and the event attracted a large turn out of spectators. Scott Hudson was the top scorer (again) and now has a hat number 4 to prove it. The Silent Auction was conducted during the events and certainly had a wide variety of items! This should be on everyone's list of things to NOT MISS!

New Years Day again saw the heartiest of our members gather for good food and company! The weather cooperated, except for the cold part, and much flying took place. Thanks Larry Meyers!

I really miss indoor flying. Especially with how cold and stormy this winter has been. Maybe old age is finally settling in, but I'm not as tough as I used to be.

I miss slope flying too. Too bad the road to Wood Rat mountain is so rough.

Control line flying is continuing! The core group has not grown much but their enthusiasm has not diminished! Chuck won the Precision Aerobatics Intermediate class at a contest in Eugene and Jess got second (by 2 1/2 points). Marshall was 4th in the Expert class behind a couple of national champions and one world champion. Not a bad showing for this "wing" of the Rogue Eagles!

New C/L airplanes are being built now and should be operational when the weather gets a little better.

The group welcomes returning C/L guys and will provide refresher training to anyone interested. We have several appropriate aircraft with throttles so dizziness is not a disqualifying factor.

Gliders have found thermals already this year! They are not necessarily large, nor powerful, but they are there. When the sun comes out on a cold windless day the thermals can get much more powerful than you would expect. It takes some practice to find and center these lift sources. That is the challenge, and the fun, to me. Electric motors may offend the purist but they sure make glider flying hassle free!

Some of our members have become more involved with model railroading. Indoor or garden, they are less weather dependent. Some stuff has to be moved indoors during the worst weather (heat or rain) but generally it is a year round hobby. Similar skills are involved and lots of kits are available!

Have you seen the "Eagle" on the west wall?

It is tucked up high to keep it out of the sun and rain. Also to prevent heads from being bumped :)

It was saved from the scrap heap during a garage clean up. My wife Pat painted it.



We have a new windsock, the county has promised to grade and seal our entrance road, weeds have been sprayed, chairs have been re-positioned after the wind moved them out into the rough, we are ready for another year!

This from Jack Shaffer:

A few days ago, my dog Marla and I made a trip out to the field. We admired the snow capped Mt. McLoughlin along the way. Marla and I joined this group and sure enjoyed the topics.



These pilots covered everything, even having a monthly club calendar. It was suggested that club members be the subjects of the months. There was much banter on this topic.



The second topic was about seals, real seals and Navy Seals. One of the pilots mentioned that one of the pilots flying at the field was a Navy Seal. This subject went south quickly. One of the other members of this group may have a hearing problem. He thought we were talking about real seals living at Agate Lake.

With that tidbit and a slight giggle, Marla and I said our goodbyes to this group and headed over to the control line area to visit Jess and do a photo shoot. While I shot the photos, Marla made herself comfy with Jess. It was finally time to head home. I had tears in my eyes from laughter with this fun bunch all the way to Medford.



This from Sean Mersh

A Funny Thing Happened on my Way to the Flying Field

Article and photos by Frank Capone, NSRCA D7

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Hello to all,

I have a story that I would like to share. A few months ago, I purchased a new truck. My previous pickup had all the conveniences needed to safely transport my pattern plane to anywhere I wished to go. Tonneau cover, carpet kit, tie-down hooks, etc. However, the new pickup was not yet set up and I had not planned on using it.

Well, one day in February it was an absolutely PERFECT DAY!!!! I couldn't resist taking the new pickup for a ride. SHINY BLACK AND RECENTLY WAXED!!! The weather was perfect too. Sunny and mild temperature with little to no wind. I had my new Angel's Shadow (only 19 prior flights) and headed down to the Sacramento Area Modelers flying site to spend a perfect day flying with my buddies. You know that great feeling when you are

driving in your new truck. The world just feels better, and you feel better, and everything just feels good. Well, I'm feeling like a million bucks as I get on the on-ramp and start to merge with my airplane in the back. Still in the right lane and just approaching 65 MPH, I had one of the scariest moments I can remember, as my airplane ROSE UP AND OUT of the pickup and over the tailgate it went! Yes, that's what I said..... It completely lifted and blew out of my truck and disappeared. I immediately pulled over to the right shoulder and stopped.



With my emergency flashers on, I exited the cab and began walking back along the edge of the highway. The airplane was gone!!!! It was nowhere to be seen. The canopy along with one wheel pant was blowing down the center median. With great caution I was able to recover those pieces, but still no sign of the airframe. Have I mentioned that I have a serious heart condition? I walked back to the truck only to find that in my haste, I had inadvertently closed the door with the motor running and my smart phone resting on the center console. I found myself locked out. I had to take a step back and ask myself if this was really happening. All was not lost, as I noticed the passenger door was unlocked. I regained my composure and began to drive ahead looking along the right edge of the highway and there about 400' feet

in front way down along the right side of the freeway I saw the airplane. I climbed down and recovered the plane and put it back into the truck. With extra caution I drove away and took the very next off ramp. There I stopped and examined the remains.

I feared the worst, but upon full examination, I have to say, it wasn't in that bad of condition. The canopy was crushed, both carbon fiber landing gear struts were broken, one wheel pant was cracked, and the other was torn away, both tire rims were broken, the cowl chin area from the air inlet back to the struts was crushed, a small crack on the right side of the fuse just above the wing tube, and my brand new never used Falcon carbon fiber propeller was also broken; but that's about it, and it was all that I could find wrong.

I was sick, yet relieved that I didn't hurt someone or worse yet, kill somebody with my flying debris. I was very lucky in both regards. The repairs only took about a week and a half and my local auto parts store did a great job in matching all four colors. I used an inexpensive Napa brand base coat clear coat product. Unless you know the story, you would find it hard to spot the repairs. Here is a picture of the finished project after all the repairs were made.



So, the next time you head to the flying site, do yourself a favor and make sure everything is secure and that nothing can get loose. You'll feel better for it!

Jess Walls
Guest Editor for Winter 2023