

JULY 2016

# ROGUE EAGLE

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



## JETS OVER AGATE



Okay, it was the Big Bird Fly-In, but at certain times it seemed like a jet rally! Above is Cliff Sands, Paul Eagan (from Vancouver, WA), and Ye Olde Editor with their jets. Cliff's and Bruce's jets are PST Reactions. Paul's jet is an ARF Turbinator, designed by Nick Zirola. A lot of kerosene (and diesel) got burned that weekend.



# The Flight Plan *By Club Prez, Calvin Emigh . . . Throttle Up!*

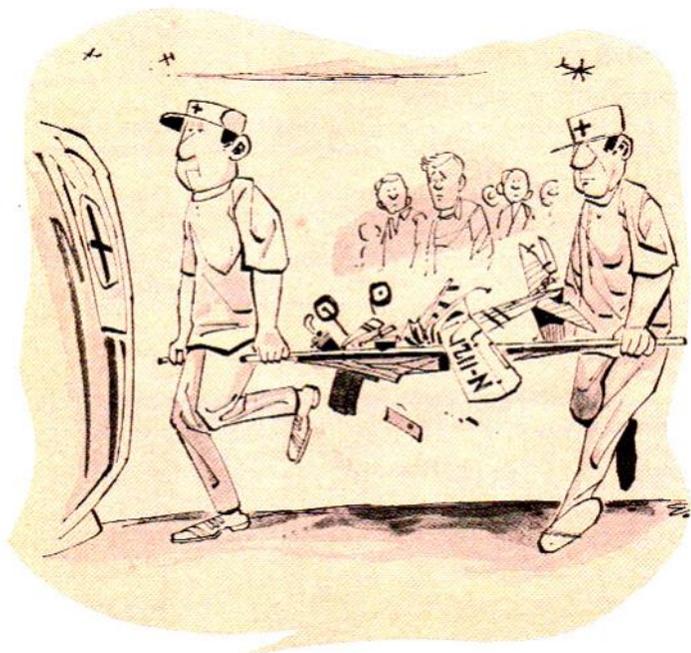
## What's that Noise?

Happy 4th of July everyone! The month of July always brings back fond memories of my brother (Wayne) and I visiting our father during summer vacation in Idaho. Towards the end of each school year, my brother and I became more and more excited to see our dad with each passing day. Visiting dad meant more than just his presence; it meant fishing Boise's local creeks and lakes, going tubing down the Boise River (while dragging a snare line for carp, of course), and planning camping trips in the northern panhandle of Idaho. But what were we really excited about? Loading up on fireworks! I'm not talking about "Safe and Sane" stuff, I'm talking about the **GOOD STUFF** - the stuff that flew! Not to incriminate my brother or myself but there were many toads that enjoyed a trip of a lifetime during my youth. Looking back, my brother and I were "terrible" but enjoyed every second of it without a care in the world. Things were simple back then, situational awareness was never on our radar but consequences sure were. Heck, we just wanted to have fun and we did albeit, with a few grass fires and upset neighbors! In hindsight, my brother and I were blessed, lucky and graced with many opportunities to learn from, including a very understanding father. Wayne and I were fortunate.



In many ways our club is also blessed, lucky, graced, and fortunate. Since 1975, the Rogue Eagles R/C Club has grown to be one of the largest AMA clubs in Oregon with an extraordinary flying facility and amazing pool of talent including model aircraft builders, aviators, and enthusiasts willing to help one another. It's fun to listen to some of the stories our senior members remember from the club's infancy or even just 20 years ago. Most of their stories make me laugh and a few make me cringe but again, it was a simpler time in our hobby. Things aren't quite as simple today. Today, there's a lot of "noise" regarding our hobby. The noise is loud and as you know, it's got the ear of the government, public and media just waiting to pounce

on a sensational story and threaten our hobby. Social media just exacerbates our risk. So what can the club do to mitigate this risk? Continue to educate and promote model aviation to the public, continue to work with our local airport authorities for partnership and further alliance, continue giving back to local charities, and continue promotion of a safe environment including flight behavior. So what can you do to help? The simple stuff including compliance with AMA and club rules. Also, when is the last time you completed a full preflight check on your bird? Did you pull on each control surface to test the hinges, check your clevises, load test your batteries, check the prop for nicks or cracks, check for correct surface deflection, fail safe check, etc.?



*continues...*

How would you score your situational awareness when flying at the field including ability to avoid our no fly zones? -Think about that. It's the simple things within our control that make the biggest difference for our club's future. We all make mistakes and accidents happen but each of us have the power to turn that proverbial volume knob down and help reduce the noise.

I want to thank **Gary Neal**, **John Gaines**, and the team that helped make our 2016 Big Bird Event such a success! There were some amazing aircraft in particular, a German high-wing aircraft flown by a fellow AMA member located in Washington. I can't recall the exact name of the model but this aircraft was simply AMAZING with a massive radial engine! Hopefully, you got to see the jet guys fly! They put on a mini jet airshow with smoke and fast flybys. Perhaps most impressive is how slow they could be flown with full flaps. It was very impressive! Thanks to everyone for your help, participation, and laughs had by all.

A couple reminders to chew on... Next weekend (July 9th) we will have a field maintenance day from 8:00 AM - 12:00 PM. We need to get a handle on the weeds in preparation of our 2016 Airshow. Please come out and assist anyway you can. We need help from weed control, runway apron repair, safety fence mending, to simple litter collection or use of your weed eater. Please come out and lend a hand, the more members who help the quicker we can open the field for flying.

Speaking of the Airshow, if you haven't already, please reach out to [Larry Myers](#) for participation. We need not just pilots but staff to help with parking etc. Give Larry a shout and become involved in the fun!

Did you missed out on June's Plat I Float Fly? Well guess what? They're gonna do it again July 15-17! Plat I is one of Southern Oregon's favorite float fly lakes because of ease of access and grass pit areas. Even if you don't have a float plane, take a weekend day trip up to Sutherlin and enjoy a relaxing venue. Check out our events calendar for details.

FAA UPDATE (oh joy!) The FAA has released it's final rule for small UAS for commercial and civil operations. Actually, this is pretty cool for those who may want to use their small UAS for business opportunities. Visit AMA's website for additional information:

<http://www.modelaircraft.org/aboutama/gov.aspx>

Unfortunately, **Doug McKee** had to resign his position as our Safety Officer. Thank you Doug for your help over the past year promoting and coaching safety for our members. This means we have a vacant Safety Officer position for the remaining 2016 year. I will be reaching out to members for interest. If you would like to be considered, please let me know!

That's all I've got this month! I hope to see you at the July 12 General Meeting for additional updates on club initiatives and events!



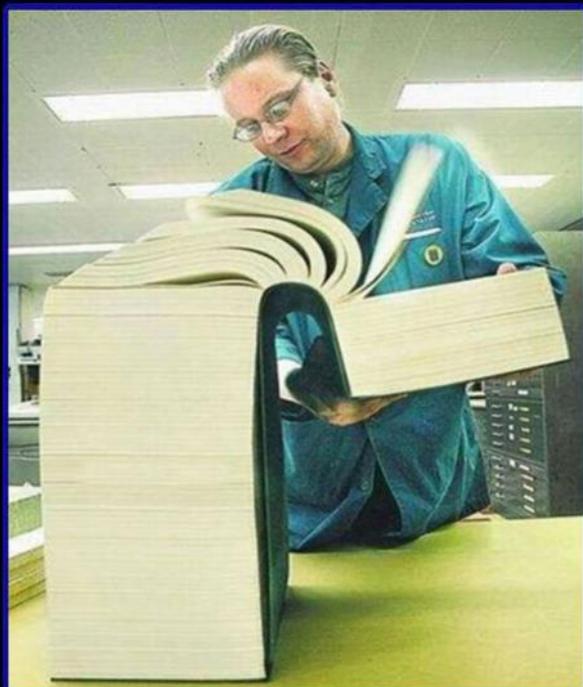
*Here's just a few of the Rogue Eagles members who made it up to the Plat I Float Fly in mid June. From L to R: John, Cory, Calvin, another John. Other members who made the trip were Martin, Cliff, Fred, Larry, Jess, Tim, Richard, Rick, and Bruce. Plat I is about a hundred miles north of us, but if you love flying off of water it's worth the trip! Another float fly is scheduled for Plat I on July 15-17.*

## The Flight Plan *...continued*

As for celebrating Independence Day, I think I'll forgo the "good stuff" this year and give those poor little toads a break for once. *Have a wonderful and safe 4th of July!*

-"Ribbit"

Calvin



# UNDERSTANDING WOMEN

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## A Quick Note from Our Airshow CD, Larry Myers...

I will be attending the July 12th meeting to discuss the upcoming 2016 Airshow. Later in the week I will start contacting pilots who have previously flown in the show and new pilots who have already contacted me to check on availability of them and their aircraft to participate in this year's show. I will be looking for volunteers as well to help with all sorts of tasks as it takes a fair sized dedicated crew to put on our show.

It is very important "now" to start checking over your aircraft carefully. Battery and flying surface failures, besides our dumb thumbs, seem to be some of our biggest issues every year. Please do not wait until the 11th hour to start prepping and flying your planes.

In advance I would like to thank all of the pilots and volunteers for what I am sure will be another fantastic Airshow.

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# 2016 BIG BIRD FLY-IN EVENT REPORT



Photo by Bruce Tharpe



Photo by Rick Lindsey

Event Coordinator **Gary Neal** supplied three days of picture-perfect weather for us to enjoy our large models. We were joined by a visitor and instant-new-friend from Vancouver, WA, Mr. **Paul Eagon**. Paul brought a fleet of tremendous models including his super-detailed 1/3-scale Wilga (left, top) with a powerful Moki radial engine. For variety, he flew his Jetcat P90-RXi powered Turbinator jet (left, bottom). He also brought a second jet, a Boomerang Elan, but it wasn't quite ready for its maiden flight yet. Come on down and fly with us any time, Paul!

There were warbirds, 3D ships, sport models, jets, Fly Guys, and more all sharing the sky and making time for others to strut their stuff. And oh yeah, Victory Dogs was there too! For more in-depth coverage and lots more photos, be sure to visit the Photo Gallery page on our website:

[\(link goes here when gallery is posted\)](#)



Bruce Tharpe comes around for a slow fly by with his Reaction ARF.

Photo by Pat Dunlap

## GET READY! UPCOMING EVENTS

JULY			
9	<a href="#">SOR</a> Rocket Launch	Agate Field	<a href="#">Calvin Emigh</a> 541-951-5055
15-16-17	Float Fly <a href="#">YES, a Second One! Info</a>	Platt 1	<a href="#">Bob Campbell</a> 541-530-3843
23	Pylon Race #2	Agate Field	<a href="#">Rich DeMartini</a> 541-245-9858
AUGUST			
6	<a href="#">SOR</a> Rocket Launch	Agate Field	<a href="#">Calvin Emigh</a> 541-951-5055
13	Pylon Race #3	Agate Field	<a href="#">Rich DeMartini</a> 541-245-9858
13	Rogue Eagles Static Display	Rogue Valley Mall	<a href="#">Larry Cogdell</a> 541-840-1514
19-20-21	Fun Fly	Klamath Glen	<a href="#">Sam Ellis</a> 707 954-8284
27-28	<b>AIRSHOW</b>	Agate Field	<a href="#">Larry Myers</a> 541-770-3390 please call before 7:30 pm
SEPTEMBER			
2-3	VRCS Vintage RC Fly-In	Agate Field	<a href="#">Bruce Tharpe</a> 541-582-1708
3	Rogue Valley Flyers Airshow	Grants Pass	<a href="#">Art Kelly</a> 541-472-9683
10 (tentative)	Flightmasters Pot Luck in Keno	Sportsmans Park	<a href="#">Mike</a>
17	Pylon Race #4	Agate Field	<a href="#">Rich DeMartini</a> 541-245-9858
24-25	NSRCA Medford Pattern Classic <a href="#">Info</a>	Agate Field	<a href="#">Art Kelly</a> 541-472-9683

## Accident Reports

*Sadly, the beautiful B-25 model that was featured on the cover of last month's newsletter was lost at the Big Bird event. There was also a PT-19 model that had a rough landing caused by a broken stabilizer. The intention of these reports is analyze what happened and learn what we can from the accidents.*

**Aircraft:** 1/8-Scale B-25 built from Ziroli Plans. Twin Engine.

**Builder/Pilot:** John Gaines



### Accident Description

This model's first flight ended with a rushed landing after one of the engines began to sag. The accident occurred a couple of weeks later, on the second flight. The B-25 took off and made four circuits of the field, each one progressively lower as John became more comfortable with its behavior. The fourth pass down the runway was performed at full throttle and the model was put into a shallow dive to build speed and make a low pass. Just as the model passed the approach end of the runway, the starboard engine abruptly quit. A fraction of a second later, the model reached its lowest point, less than ten feet above the runway, directly in front of the pilot stations, where it began a climbing right-hand turn. John told me later that he did not hear the engine quit and made that turn on purpose. Unfortunately, as the model slowed, the port engine took over and torqued the model into a sharp right-hand turn and eventually into the ground. Damage was severe and the model will most likely not be repaired or re-built.

### Likely Cause

John is still not certain what caused the engine to die, but he suspects it was a shade lean and simply overheated. Once it quit, the initial turn into the dead engine did not help matters. Once he was aware of the dead engine, John properly applied full left aileron and full left rudder, but it was not enough to overcome the asymmetrical thrust. This crash sequence happened very quickly - there was very little time to react once the pilot realized he had an engine out.

### Lesson Learned

When asked what he learned, John chuckled and said "to not fly so damn low!" He knows it sure would have helped to have had

some altitude to play with. Having some extra room for error also give you a little extra time to assess the situation. The tougher lesson is knowing the model may have been saved if the Twin-Sync device that was installed had been operational. For some reason it was disabled for this flight. The Twin-Sync would have sensed the dead engine immediately and throttled down the good engine automatically. Given the model's low altitude, it probably would have flown straight and landed off runway, but any damage would have been repairable. ♦

**Aircraft:** 1/4-Scale PT-19 built from Hostetler Plans

**Builder/Pilot:** Paul Starks



### Accident Description

Shortly into its flight, the left side of the horizontal stabilizer began to vibrate, then suddenly broke free completely. Paul was flying high, so there was time to make one complete circuit at low throttle before attempting to land. With reduced control, the model made one big bounce in the gravel next to the runway, then hit hard a second time, shearing off the right-hand landing gear strut and causing structural damage to the wing. The model has been repaired many times in its long history and I suspect it will be repaired once again after this mishap.

### Likely Cause

I had a quick look at the stabilizer after the crash and saw that it was constructed primarily of hardwood and was "open structure," meaning no balsa sheeting on the top or bottom. Paul told me it was built strictly to the plans with one exception. The designer called for flat pinned hinges, but Paul opted for the big point-style hinges which require at least a 3/16" hole. The thickness of the stabilizer was only 3/8", so there wasn't much meat above and below the drilled holes. And yes, the stabilizer broke right at the furthest inboard hinge point where the loads are greatest. The model had flown like this for many years, but there's a chance that it had been further weakened by a prior mishap, and time finally took its toll. The rough landing was caused by a combination of reduced control and stability.

### Lesson Learned

Paul will probably add some doublers to the stab structure to help distribute the load near the hinge points. He also mentioned that he will likely add some tail brace wires, always a good idea on large gas models like this with thin tail surfaces. ♦



# The Tyler Johnson Story

Hey, I'm Tyler Johnson and I'm 17 years old and I have been flying for almost 8 years now. I would like to tell you how I got into this awesome hobby of RC flight!

Ever since I can remember, I loved airplanes. And I would get toys and models of airplanes. When I was 10 years old, I was searching the internet on RC aircraft because I wanted to fly an airplane. And my dad saw me looking at the pictures with interest and he says to me, "I built a building for a guy that flies those." My dad was a contractor at this time and still is to this day. Anyway, I looked at him and I said, "can I meet him?" The next day I was in a garage filled with RC airplanes! I was so excited! Jack Schaeffer was his name, he became one of my best friends.

(Editor's note: Jack Schaeffer is a modeler in the Grants Pass area, not to be confused with our own newsletter contributor, Jack Shaffer.)

A month after my meeting with Jack, my mom got me a flight simulator with only 3 airplanes on it and you can see every single pixel. Not very good quality, but it was good enough. When I got the simulator on my computer, my mom told me she will not buy me an airplane until I mastered the simulator. Mastered it I did, after a few months. After that, I did my first flight on a buddy box with Jack. So Jack takes off and flies super high and says to me, "you have it" and the plane stayed on its current path and he asks me, "do you have it?" I replied, "yes I do" after I made a few laps with no trouble. Jack turns around laughing, and puts his hands in the air to show that he's not flying the plane. All the people watching were just as amazed as Jack was. Soon Jack had to take it from me, for it was time to land.

The week after, I went out flying with Jack again on the buddy box. And Jack said to me, "today you are going to get your wings." I was very nervous because I had to takeoff and land three times to get my wings.

So we did a few practice approaches to land to get the feel for it. Then it was time to make my first landing. I came in a little too fast and Jack took it, went around, and gave it back to me. My second attempt was better and I got it on the ground safely. My second landing, Jack said it did not count because he had to take it once the plane was on the ground because I gave the wrong direction of rudder. The next two landings were good enough to pass. The takeoff parts were easy but I needed a little work on my landings. But I earned my wings that day. I was very happy because I was now a pilot!

A few weeks after I got my wings, my mom got me my first airplane. It was a T-28 Trojan and I was very happy to have an airplane of my own. The next time I was at the skypark, Jack and I maiden my T-28. I loved that plane. It just felt good on the thumbs. The very next time I was at the skypark with Jack, he refused to fly me on the buddy box. I was forced to fly by myself for the first time ever! But I managed to do it with no problems. After that, I was officially a member of the Rogue Valley Flyers. And now I'm also a member of the Rogue Eagles. I'm happy that I'm a part of all this! And it just started with me looking at pictures of RC airplanes.

That's how I started flying. It's hard to believe that all of that happened almost 8 years ago. And I thank Jack for teaching me almost everything I know. ♦



*These days you will see Tyler flying anything from a micro foamy warbird to his competition pattern ship. Let's keep encouraging and supporting our younger members!*

# RANDOM STUFF STARTS HERE

Thoughts and Photos by Bruce Tharpe



Look who I found! Actually, **DJ Coplen** has been back in our club for the last year and a half, but I haven't crossed paths with him for several years. DJ told me he's been a little busy attending Embry Riddle University in Arizona and earning a B.S. degree in Aeronautics. These days he's earning a paycheck in the cockpits of Horizon Air's Q-400s (you know, those big, spindly, high-wing turboprop twins that you see fly into Medford). Pretty awesome in my book.

Check out our new club banner. Our PR guy, **Larry Cogdell** will be deploying it at several events this Summer like the airshow and the mall display. Simple, but dynamic. I like it.



My kind of pilots...



Smoke On and Let it Rip Cliffee!!!



Photo by Pat Dunlap

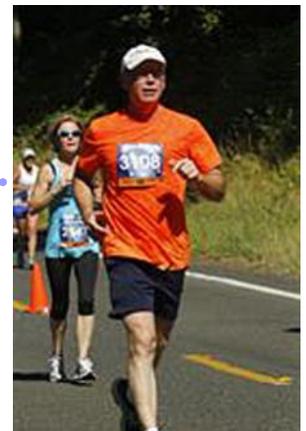
Scott Hudson sent along this pic and the following note: "Hey Bruce, Not sure if you can do anything with this photo. But I had fun giving Paul a hard time about his Lunchable box and sippy juice." I don't know if it will stick, but **Paul "Sippy Juice" Chapman** has a nice ring to it...



Photo by Pat Dunlap

"I'm Batman" is a phrase that was probably whispered more than a few times in the dark, underground work cave where **John Parks** built and finished this awesome Fly Guy. First flight was at the Big Bird Event.

And finally, here's a pic of **Ye Olde Editor** running in a half marathon on Father's Day. Kudos to the cameraman for catching this high-speed fly by. I'm guessing it was nothing but a blur to the naked eye. 13.1 miles, 462nd place baby!



And so endeth the Random Stuff for this month



## The Boys in Boise

by Art Kelly

Eastern Oregon once again drew **Team Medford** across its vast wilderness as we sighted our GPS devices towards Boise, ID for the the Treasure Valley Precision Pattern Contest, June 4 & 5.

Paul Chapman, Ray Wassons (Sr. and Jr.) and yours truly couldn't wait to spread our wings in the 101 degree heat. Indeed it was hot paired with perfectly clear blue skies. After this year's experience we are agreed that the Rogue Eagles board needs to arrange for the wind to blow from the opposite end of the runway once a week. In other words, taking off and flying our sequences from left to right is our Achilles heel.

A total of fifteen pilots were registered, not a large number but the contest is just a couple of years old and is building in popularity. Pilots arrived from Boise (of course), Colorado, Oregon, Washington and Utah. Everyone's attentions was drawn to one of the pilots from Utah, a fellow by the name of Andrew Jesky, reigning U.S. pattern champion and third place finalist in last year's Worlds. Watching his flying is the pure definition of "precision". Even in gusting and swirling winds it's difficult to see the slightest bobble in his routine. The Rogue Eagles team was quick to sidle up and suggest that he plan to attend the Medford contest. He needs to get through this year's NATS but seemed interested. Stay tuned...

Paul Chapman and Ray Wasson Sr. flew in the Intermediate competition. (Ray Jr. wasn't able to complete his new pattern bird in time for this contest.) Ray Sr. was flying his Evolution with the contra motor, it gained a lot of attention. Despite a faulty first flight he threw together five good rounds and placed second. He missed first place by just 50 points out a total of 4,000 for the contest. While not placing the money, Paul put up five good rounds and proved that he is definitely getting his groove. He has his eyes squared on the back of Ray's Evolution and declares "Ray, I'm going to get you!" Paul was grinning from ear to ear after he persuaded Andrew to call for him on one of his flights.

Ray Sr. was a player in the most dramatic event of the contest. He was in the air at the same time as Chuck Schone (the Colorado pilot). As each pilot was about half-way through his routine, you guessed it.....a mid-air. We saw the impact followed by a slowly fluttering piece from Chuck's airplane. We all expected to be out on the field picking up toothpicks but, NO! Amazingly, both pilots were able to safely land. A close inspection of Ray's airplane revealed absolutely no damage. Ray said "That's the reason I put that **meat grinder** on the front of my bird." Chuck was not so lucky about 25% of his left wing was missing. Remarkably, he kept enough aileron control to bring it back to the runway.

By Sunday afternoon we pointed our noses back toward the setting sun, well toasted but smiles on our faces. Wait 'til next year. ♦



Andrew Jesky's *Element* by B. J. Craft



Andrew calling for Paul



Best buds



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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, July 12, 2016**

**Tuesday 7pm, August 9, 2016**

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

[Click here for directions](#)

## Seen at the June Meeting



It got a bit emotional when Tyler Johnson proudly shared one of his prize possessions with the club. It is an original watercolor made just for him by his grandmother, who has since passed away.

Here he is with his mom, Anna, who is the daughter of the artist. Anna donated a stack of her mother's artwork to the club and most of the prints were bought on the spot by members in attendance that night. Thank you both so much bringing in these items for us to enjoy.

## Club Merchandise

These items are usually available at the meetings.

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



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