

May 2018

ROGUE EAGLE

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

Doug McKee says his wife bought him this Midwest Stearman kit 25 years ago. He has worked on it over the years here and there, but the Winter Build Challenge was the perfect motivation to finish it up. Not sure if this photo was taken before or after the maiden flight. Doesn't matter - he had a smile all day and the biplane flew magnificently. Congrats Doug!



WINTER BUILD CHALLENGE 2018 IS IN THE BOOKS



Winter Build Challenge Wrap-Up

This story began last September when the challenge was first posted on our facebook page and in our newsletter. At the time, I was hoping to attract a dozen or so builders to participate, with maybe half of them making it to the maiden flight party with a finished airplane. As it turned out, 28 builders signed up with 29 different projects; 18 of those

builders showed up with 19 brand new planes! Three of those planes never made it into the air with various mechanical issues, but 16 were successfully flown for the first time with no mishaps.

There are two key components to the WBC that makes it unique. First, it allows you to build the model of your choice, so you end up with a model you really want. Second, the challenge culminates with a maiden flight party where all of the new planes are flown for the first time. I've seen other club building events in the past; they are often limited to a single design (with the option to modify). Then they get together for a fly-in, but most of them are test flown beforehand. The WBC, in my opinion, provides for a greater variety of planes, and far more adrenaline for pilots AND spectators when the big day arrives.

Remember, the WBC is not just for experienced builders. If you have been sitting on the fence about trying your hand at model building, then the WBC might just be the excuse you need to take the plunge. There are plenty of talented builders in the club who are happy to answer any questions you might have or help guide you through the process. The finished projects are not judged in any fashion; the idea is to encourage building, no matter your skill level.

I don't know about the other builders, but I was looking at model plans the next day, looking for next year's project! No decisions yet, but there's plenty of time to think about it...

continues...



Had to scramble a bit at the end, but I did manage to get my WBC entry Pu du Ciel flightworthy for the maiden flight party. I wanted to test run the little OS .26 engine the day before, but discovered the battery in my flight box was dead as a doornail and wouldn't take a charge. Got a replacement and charged it overnight. That meant getting out to the field early on the day of the event for a test run. Thankfully, but not surprisingly, the engine ran great right out of the box. Thanks OS! When it was my turn to fly, I was pretty nervous because, let's face it, it's a pretty weird little airplane! The Pou uses a pivoting front wing for elevator control. I wasn't sure if the incidence angles were all correct, I wasn't sure if there was enough movement in the wing (the TE only moves about 1/2" up and down), I wasn't sure if I got the CG right (took a pound of lead in the nose), and I wasn't sure the little .26 four-stroke would provide enough pull for a 5-1/2 pound model. Only one way to find out - give it the gas and hang on! As it turns out, all of those concerns were no concern at all. The Flea took a couple clicks of rudder trim and NOT A SINGLE CLICK of elevator trim! It puttied around just like I had hoped when starting the project. A couple of low passes were all I needed to feel like all the effort was worth it. That, right there, is the beauty of building your own aircraft. It takes patience, yes, but the level of satisfaction and feeling of accomplishment that it brings is not something you can buy in a box.

The Day of Amazements Didn't Stop There

The WBC Maiden Flight Party on April 14 was just the start of our club activities that day. The test flights actually moved along surprisingly quickly, starting a bit after 9 am and finishing around 11 am. That left time to squeeze in the first event of the scheduled fun fly before lunch. And what a lunch it was! There were burers and cheeseburgers fresh from the grill along with potluck fare that seemed particularly fantastic this time. Whoever made the brownies with peanut butter cups is my new hero. OMG, so good!

Near the end of the potluck, commemorative wall plaques were given to every WBC entrant along with a stick (had to be there) and a healthy round of applause. That was followed by a raffle for the successful WBC pilots, then a quick auction (open to all) of a couple donated planes. Jerry Stinson, mastermind of the afternoon fun-fly, presided over two more rounds before the dust settled. The field opened up around 3 pm for regular flying.



Fun-fly winners, from left to right: Scott Hudson - first place, Larry Miller - second place, Joe Geiger - third place and bomb drop champ. At Right: Jerry Stinson who ran his first event ever and did a super job. Always nice to see younger guys take on leadership roles in our club.

The THANK YOU list for this day is long, so bear with me. First are our visitors from Washington: Sharon and Jody Diaz, Dick Robb, and Sonny Lewis. Sharon treated a few of us to a wonderful spaghetti dinner that night. What a special way to cap off a great day! Thank you to Larry Cogdell for loaning us his loudspeaker so I could babble away incoherently between WBC flights. Larry also manned a videocam all day to capture the action, along with our other camera people Pat Dunlap, myself, and Sharon Diaz. Thanks folks!

As mentioned, Jerry Stinson took his first whack at running a club fun-fly, and from the looks of things, guys were having a grand time. Jerry also talked his wife, Dawn, into flipping the burgers for our always-hungry crowd. Thank you Jerry and Dawn! And allow me to extend this next thank you to all of the club members who brought something for the potluck - it was truly outstanding. Thanks also to our auctioneer, Jay Strickland, for handling the auction and bringing in a bit of cash for the club treasury.

But most of all, thank you to the intrepid builders who invested many hours over the Winter to build their dreamships and entertain us all for a few exciting minutes. Of course, they should all get many, many more flights over the coming months and years, so all that effort will extend far beyond the WBC maiden flight day. I'm so proud of all you guys!

Welcome to the Rogue Eagles!

We have one new member this month...

Don Amundson from Grants Pass

Glow Engine Safety Tips

As a club, I think we have been lucky for quite some time in avoiding injuries and property damage. Unfortunately, we've had a rash of bad luck this past month. There was a minor prop/hand strike during the maiden flight party. Later that day during the fun-fly, a model went out of control, hit a parked vehicle, then burnt to ashes when the lipo battery caught fire. The following week, we had a much more serious prop strike with the member winding up at urgent care and receiving something like 40 stitches.



Wish I had magic words to prevent incidents like this. I don't know what happened exactly that caused the prop strikes, but here is some general safety advice for starting and operating glow engines...

- Focus on what you're doing. Politely excuse yourself from conversations or questions from onlookers. The idea is to keep distractions to a minimum.
- Move your hands slowly and deliberately, always keeping in mind that there is a nearly-invisible buzz saw in the vicinity. Avoid fast movements, like grabbing for a glow driver that falls off. (If that happens consistently, get a better glow driver.)
- Personally, the only things that I do from the front of the engine is to apply the starter or flip the prop. Once running I prefer to re-position myself behind the prop arc to remove the glow driver and adjust the needle valve. Why attempt a dangerous reach-around? What's the hurry?

In terms of overall safety, it's up to all of us to be aware, vigilant, and pro-active. Our club has a dedicated safety officer, but I prefer to think we have 150 safety officers. We all have a responsibility to ourselves and others to operate our flying machines in a safe manner. This hobby is supposed to be fun - the fastest way to ruin that fun is to be unsafe and suffer an injury because of it.



Fair Skies, Larry Masten

Most of you have heard by now that our club member and friend, Larry Masten, passed away last month. I bring it up because I found this nice photo of Larry, and it gives me a chance to say a few words. Larry was known to donate much of his RC stuff to various members, including a finished airplane with engine and servos to the Vintage RC event last year. He also contributed items to the newsletter which is always appreciated. You were a good man Larry Masten, and your generosity will not be forgotten.

Bruce



Maiden Flight Party, April 14, 2018

photos by Pat Dunlap, Sharon Diaz, Larry Cogdell, Ye Olde Editor

What's better than getting to watch a maiden flight? How about 16 of them! Here are a few photos to give you a taste of that adrenaline-filled morning.

And there's video too! Click the links below...

[Facebook video by Sharon Diaz.](#) Thank you Sharon!

[YouTube video by Larry Cogdell.](#) Very stylish!



"Chip"
WBC mascot

Left: WBC builders received this commemorative plaque for their shop.

Above Right: Chip was everywhere that morning, always ready with glue if needed. Sharon Diaz found him at Wal-Mart!



First to fly was this Esquire by Jess Walls. It had a temporary elevator for the maiden hop, but Jess will remove it and fly rudder only. Said he never used the elevator anyway. Larry Cogdell captured the landing on camera.



One of the most eagerly anticipated test flights of the day was this micro-light Demoiselle by Scott Hudson. Weighing only ten ounces with battery, this bird had more scale features and eye-popping details than most bigger scale models. Flight was a slow-motion success!



The biggest model flown was this modified Bud Nosen Trainer built by Paul Starks. Spanning 102", it featured electric power and a unique gold and black rattle can paint finish. Plane was a gentle giant in the air. Cogdell pic.

Luv this pic. Look at all those smiles - it was a magical day! Cogdell pic.



WBC Maiden Flight Party



Look at that confident smile on Larry Miller's face as he strolls to the runway with his Falcon 56. Said WBC encouraged him to build again.



Phone camera flight shot of the Pou captured by Sharon Diaz. It really did fly!



Visitors Dick Robb and Jody Diaz from the Shelton, WA area inspect Jody's Great Planes Slow Poke .40 before its maiden flight. Jody and his wife Sharon introduced Ye Olde Editor to the WBC concept last year and are the driving force behind it again this year for the Shelton Club. The idea originated with the Sky Knights Club of Portland. The Sky Knights Maiden Flight Party was just one week after ours, and Jody was there with another plane to test fly. He actually built a third one to fly in his own WBC Maiden Flight Palooza on June 2. To say that Jody and Sharon are deeply involved in the promotion of the WBC concept is a vast understatement!

[Portland Sky Knights WBC video](#)
by Sharon Diaz



This sleek Denight Special built by Larry Myers was a crowd favorite. Built from an old Sterling kit (it's vintage!). Who would have thought gold and cream would look so elegant? First flight piloted by John Parks. Pat Dunlap photo.



Master builder Rick Lindsey actually found time to construct a couple of models over the Winter. Here he's carrying his polka dot Delta Vortex out for its maiden, which went perfectly. Said only problem with model was handling and transporting. Pat Dunlap photo.



There was a small raffle after the maiden flights for the WBC pilots. Alan Littlewood scored this vintage PT-19 kit. Next year's project?



Rick Lindsey was overheard muttering something about how people think he never cleans his airplanes. Here's visual proof that he does!

ROGUE EAGLES WINTER BUILD CHALLENGE

~ List of Completed Projects ~

| Builder | Project | Starting Point | Comments |
|-----------------|-----------------|--------------------|--|
| Larry Myers | Denight Special | Sterling Kit | John Parks assisted with paint and flew the little racer on its maiden flight. |
| Rick Lindsey | Waco YMF-3 | Pica Kit | Big, complicated kit, but Rick's a fast builder. Also vintage RC and scale. |
| Jess Walls | Esquire | Short Kit + Plans | This was the first model test flown on Maiden Flight Day. Hand launched. |
| Bruce Tharpe | Pou Du Ceil | RCM Plans | Better known as the "Flying Flea," model is 1/4-scale, flew well with OS .26 4C. |
| Ace Harris | Cherokee | Herr Kit | Made it to the field, but had issue with motor mount. Ace's first build. |
| John Gaines | Aristo Cat | Outerzone Plans | Vintage design for Class II pattern - rudder, elevator, and throttle, no ailerons. |
| Scott Hudson | Demoiselle | Sig Kit | Scale model of early French airplane; lots of character. Scott's first build. |
| Rod Elledge | Venture 60 | BTE Kit | Rod's second V60. One of the earliest planes finished. Flew just like a V60. |
| Jack Shaffer | Kadet Mk II | Sig Kit | Plane was finished, but Jack was under the weather on Test Day. Bummer. |
| Alan Littlewood | Ultimate Kaos | Direct Conn. Kit | Sleeker version of the classic Kaos. Featured retracts. Looked great, flew better! |
| Mort Sullivan | Four-Star 120 | Sig Kit | Ailerons went glitchy when engine was running. Fixed and flown a week later. |
| Ben Musolf | Small Wonder | Short Kit + Plans | Rudder, elevator, parasol-wing cutie from RCM. Short kit from Balsa Workbench. |
| Joe Geiger | Pietenpol | House of Balsa Kit | Kit was missing lots of parts, so it was practically scratch-built. Saito .30 power. |
| Gary Croucher | Super Scorpion | Ben Buckle Kit | British old-timer with 4-stroke .40. Broken landing gear kept it from flying. |
| Martin Sherman | Sun-Fli 4-20 | Joe Bridi Kit | Sun-Fli series pre-dated the Kaos, looks similar. Flew great - sleek and smooth. |
| Rich Pekarek | Kwik-Fli | Plans | Engine quit before takeoff, then Rich noticed the wing dowels had come loose. |
| Doug McKee | Stearman | Midwest Kit | Our cover model. Twin cylinder four-stroke 1.20 ran perfect. Big pussycat. |
| Paul Starks | Trainer | Bud Nosen Kit | Another previously-started project. Nice, big trainer, 102" wingspan. |
| Larry Miller | Falcon 56 | Carl Goldberg Kit | A true modeling classic. Larry says he learned to fly with one forty years ago. |
| Jody Diaz | Slow Poke | Great Planes Kit | This is the larger "Sport 40" version. Low wing with character. Jody is from WA. |
| Rick Lindsey | Delta Vortex | BTE Kit | Rick's second WBC entry! Acquired project from Rich Hume. Power from Jett .56. |

Models in YELLOW were successfully flown at Maiden Flight Party

Models in GREEN were ready, but didn't make it in the air.



SPECIAL CLUB RAFFLE

1/3-SCALE FLY BABY BIPE



Many thanks to Martin Sherman (builder) and Rick Lindsey (co-owner) for donating this completely-built Fly Baby Bipe to the club to use as a fund raiser. All monies collected from this raffle will go straight into the Rogue Eagles treasury. The plane has been flown about a dozen times. The engine and all radio gear have been removed, so this raffle is for the airframe only. Date of the drawing is not yet finalized, but it will most likely occur at the Big Bird event at the end of June. Martin and Rick really want this bird to be won by a modeler who will fly it, so tickets will not be sold to the general public.

One ticket for \$5, or five tickets for \$20

Tickets on sale now.

Contact [Bruce Tharpe](mailto:Bruce.Tharpe@rogueeagles.com) 541-582-1708 or
[Rick Lindsey](mailto:Rick.Lindsey@rogueeagles.com) 541-776-5832 for more info.

Rogue Eagles All Scale Fly-In
May 19-20

All scale planes welcome
Static Judging at 10 am Saturday
Open field after judging



All judged planes must fly to receive awards
For more info contact John Gaines
at 541-951-1947



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Can't help but feel we're playing with fire here...



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, March 13, 2018

Tuesday 7pm, April 10, 2018

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

[Click here for directions](#)

Seen at the April Meeting



Here's a fun plane that **John Gaines** built for the Winter Build Challenge. The Aristo-Cat was designed in the '60s by Bud Atkinson and was kitted by Midwest. In the day, it was a state-of-the-art aerobatic ship for Class II pattern. Class II was limited to models with elevator, rudder, and throttle - no aileron. For the fun of it, we will once again offer Class II pattern as a low-key side event at the Vintage RC Fly-In later this year. John is all set to dominate the field, but who knows what might pop up? The Aristo-Cat literally jumped into the air at the Maiden Flight Party. John said that the rudder was amazingly sensitive. With all that dihedral, it had no problem at all doing smooth barrel rolls.

Club Merchandise

These items are usually available at the meetings.

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



Order New-Style (Top)
[John Gaines](#) 541-951-1947

Order Old-Style (Bottom)
online nicebadge.com

2018 FLOAT FLY

SALEM R/C PILOTS ASSOCIATION

DIRECTIONS

From Salem Take HWY 22 west turn right (North) on 99W and go about 11.1 miles and turn right onto Patty Rd. Go across bridge and find metal farm buildings on left and you will see pond.



RULES

AMA membership is required and remember you are on private property. There is a \$5.00 Landing fee.

THANKS

To the Olson family for letting us use their great property.

DATES

MAY 12 SAT
MAY 27 SUN
JUNE 9 SAT
JUNE 24 SUN
JULY 7 SAT
JULY 22 SUN
AUG 11 SAT
AUG 26 SUN
SEPT 8 SAT
SEPT 23 SUN



For questions; Call Ted Foster
503-930-9574

Ye Olde Editor's comment: I gave Ted Foster a call to be sure that Rogue Eagle members would be welcome to attend these float flies. Without hesitation he answered YES, the more the merrier. I've never flown there, but if you really want to do more float flying this Summer, maybe these gatherings are worth checking out.