

JUNE 2014

ROGUE EAGLE

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



Robert Fralick with his electric-powered sailplane. He often flies a hot dog 3D ship then switches to this graceful soarer, which requires great skill and versatility as a pilot.




ALL THUMBS - FROM THE PREZ'S CHAIR

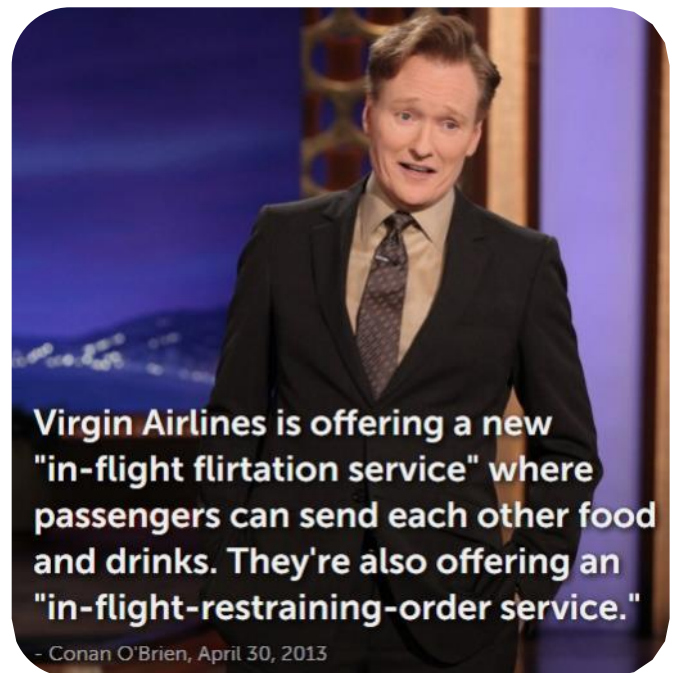
My name is Jay Strickland and I approve this message

Where did the month of May go? There have been so many emotional ups and downs with the runway project I have lost track of time. As of this writing there should be a test well at the North West corner of the ground up runway. This test well should be able to tell us what extent and tendency of our underlying moisture is. We will then be able to come up with a reasonable plan to get this thing paved! It might be that we just have to wait until the ground is firm enough to drive the heavy asphalt trucks on. It will only require a light grade and static rolling at that point before paving. After spending a year in the desert I never thought I would be praying for a heat wave! I hope everyone can remain patient as I believe the wait will definitely be worth it. Hopefully this will only be an every-forty-years-or-so occurrence!

The club is hoping to reschedule the Warbird event for a weekend in July. It will probably be hot weather but we would sure like to get that event in. Stay tuned to the website for all updates. On another note, our annual Rogue Eagles Airshow is just around the corner so be thinking of what you might like to fly and get ahold of Larry Myers who is once again (hallelujah!) running the show. There is always a need for all kinds of manpower to get this fundraiser accomplished, so get involved! It sure seems like I haven't flown in forever....

That is all for now,

Granddog out. 



Ye Olde Editor's Note, June 7:

Jay wrote his column about a week ago, so it's slightly dated (my bad). I just got off the phone with Jay, so here is the up-to-the-minute scoop on the runway status. Early last week, he had a club member mark the spot on the runway where we wanted them to dig a test hole. When Jay went to check it out on Thursday, there was no hole. Steve from the county said that he asked one of his crews to do it, and thought that it had been done. So there was some kind of miscommunication somewhere along the line. The county was unable to get a crew out there on Friday, so it will have to be done next week. The general consensus is that the ground still needs to soak in some heat to evaporate the lingering moisture. The weather has certainly been working in our favor for the past couple of weeks, and it looks like the warm days will be continuing. Speaking for myself, I'm proud of the patience, understanding, and overall positive attitude from all of our club members so far. We'll get there!

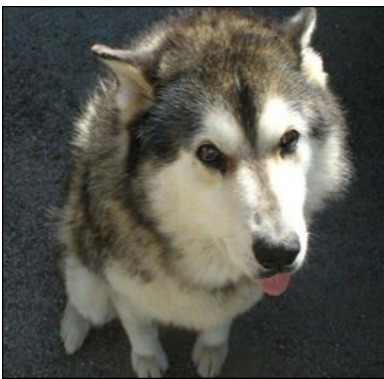
MEMBER SPOTLIGHT:

A Visit with ... **Cliff Sands** by Jack Shaffer

OK, so this trip did not start out as planned. The plan for my visit to Cliff's workshop was to meet Cliff and Bruce at the field, check on the paving, and follow Cliff to his home. My BIG plan was to offer Knife River a couple of bucks to let Cliff and Bruce climb up on the paving machine, then take a photo for the beginning of this article. Oh well, you know what they say about best laid plans.

Cliff lives in Brownsboro, a small spot in the road on your way to K Falls. Back in the day, Brownsboro had a tavern and a small cafe. Cliff told me he actually tended bar at the tavern and the place would really swing on Saturday nights. He assured me that, with hippies on one end of the bar, cowboys in the middle and loggers on the other end, sparks would fly long before he served his last brew.

Sadly, not much remains of Brownsboro today, a few old homesteaders like Cliff and Bonnie and a lonely sign that proclaims that Brownsboro was once a town. Cliff said that back in the day, a big rig left the road and took out the tavern and cafe and that was the end of the tiny hamlet of Brownsboro.



I think I got a better opening photo when we arrived at Cliff's place. Here is Nika, Cliff's son's dog. With a face like this, you know you are welcome.

Cliff is an all around family kind of guy. He and Bonnie, his wife of 58 years, have two daughters and a son. They have six grandchildren and 13 great grandchildren. I understand Cliff met Bonnie in the second grade and they have been best friends ever since.

Cliff was busy loading his trailer with float planes and getting ready to head out to Agate Lake for the float fly. Cliff's trailer is meant to haul his airplanes, but it is much more. The trailer is also a museum and a workshop.

What a thrill it was to spend time with these two as we were about to explore Cliff's trailer.

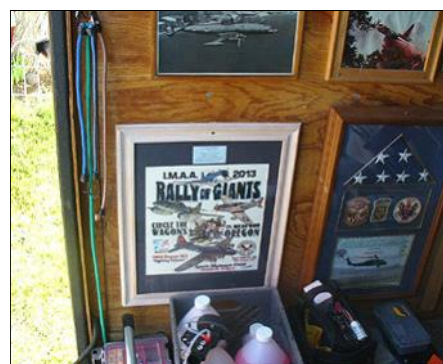
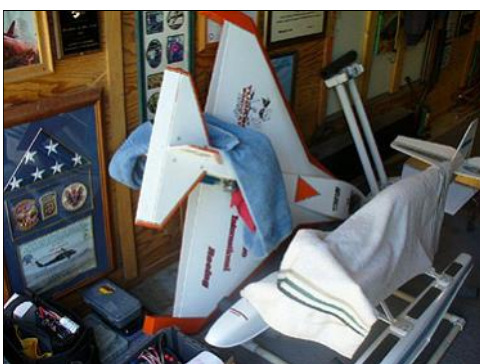


Over the years Cliff has garnered many awards and mementoes from his career and his love of airplanes.

During Cliff's military tour, he flew in the Lockheed EC 121. Regret I did not get a good photo of the picture of the Super Constellation recon plane. Cliff told me the story of his chance to see the 1960 Summer Olympics. Cliff's squadron was stationed at a German air force base in Sicily. He was able to talk the moral officer into a pass to go to Rome to see the Olympics. He and a



continues...



A Visit with ... **Cliff Sands** ...continued

buddy made their way to Rome and purchased tickets to the field events, all for the cost of \$1.40. Remember, this was 1960. The highlight of this trip turned out to be the chance to meet gold metal winner Wilma Rudolph. She actually signed the inside of Cliff's buddy's hat. Seems they could not find lodging, so they slept on park benches. This was the same year Muhammad Ali won his light heavyweight gold metal. Cliff said the boxing event was at a different venue and they could not get to it.

Cliff's shop wall was adorned with these tail feathers. I'm sure they have much history. Did not dwell on them. Really wanted to get into Cliff's shop.

Cliff's shop is awesome, airplanes hanging in the rafters, lots of rolled up plans in a corner, foam molds, works in progress and the smell of glue and fuel. This shop has it all. I think these are my two favorite photos.

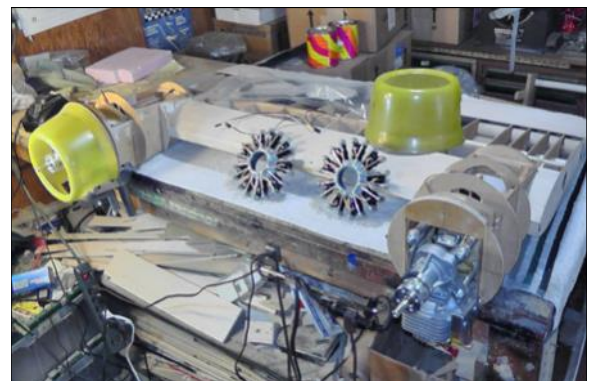


Here's Cliff (left) making a point to Bruce, then Bruce making a point to Cliff. It was super to listen to their conversation.

The project that really jumped out at me in this

shop was Cliff's C47. Cliff is building a C47 float plane. What else would you expect from Cliff? On the bench you can see the engines for his C47 and the dummy radial engines Cliff made for this plane.

Oh, by the way, here is the real thing...



Think we will end this visit with a story Cliff told us about Bob Knudsen. Seems that, back in the day, Bob lost two expensive airplanes at the air show. Cliff called Bob the next year to ask if he would be in the next air show. Bob told Cliff that after losing

continues...

A Visit with ... **Cliff Sands** ...continued

two planes the prior year, he would be money ahead to just send the club a check for \$2500.

Here is one last photo. I call this one "write your own caption". No kidding, write your caption and I'm sure we can get Bruce to print your ideas.

Jack Shaffer



Here is a letter that I found on the [AVweb website](#), written by a general aviation pilot. He does not necessarily represent all full-scale pilots or even a majority, but he does represent a particular viewpoint that is possibly becoming more widespread. It's a viewpoint that threatens our hobby as we know it...

A UAV (or any remotely controlled air vehicle) flown under 400 feet still has the potential to easily take down a manned aircraft, particularly if flown near final approaches to airport runways. I'd imagine that the 400-foot altitude limitation would also make low-flying manned aircraft vulnerable, near an airport or not.

There seems to be an exploding proliferation of small UAVs that have the potential to exceed 400-foot altitudes. They are flown by novice pilots right out of the box, by hobbyists who should probably know better, and, in this day and age, by people who have no problem with intentionally creating hazards to life and property. Without a transponder aboard the UAV, or a means of the UAV pilot determining his altitude, how can the 400-foot limitation be accurately observed? And how would you be able to see and avoid a UAV if you were aboard a manned aircraft?

I think that all UAV operators possessing air vehicles capable of climbing to an altitude where a mid-air collision with a manned aircraft would be possible be licensed and their UAVs required to be equipped with suitable exterior lighting, transponders, GPS, and other equipment that would make operation as safe as possible given a mixed operating environment. This needs to be done immediately, not after a long debate, analysis, and wait for legislative approval. The technology is not waiting for regulations to be established.

John Benton

O.S. ENGINE

FREQUENTLY ASKED QUESTIONS

The FAQs on the OS Engines website are helpful about all types of glow engines. Click the link above to go to the top of the FAQ page, or click on any of the sample questions below to go directly to the answer...

[This engine seems to smoke a lot. Does that mean I am running it too rich?](#)

[How do I know when my engine needs to be rebuilt or replaced? How do I know what to replace?](#)

[When should I use a 2-stroke engine vs a 4-stroke?](#)

[How long can I store unopened fuel? how about opened fuel?](#)

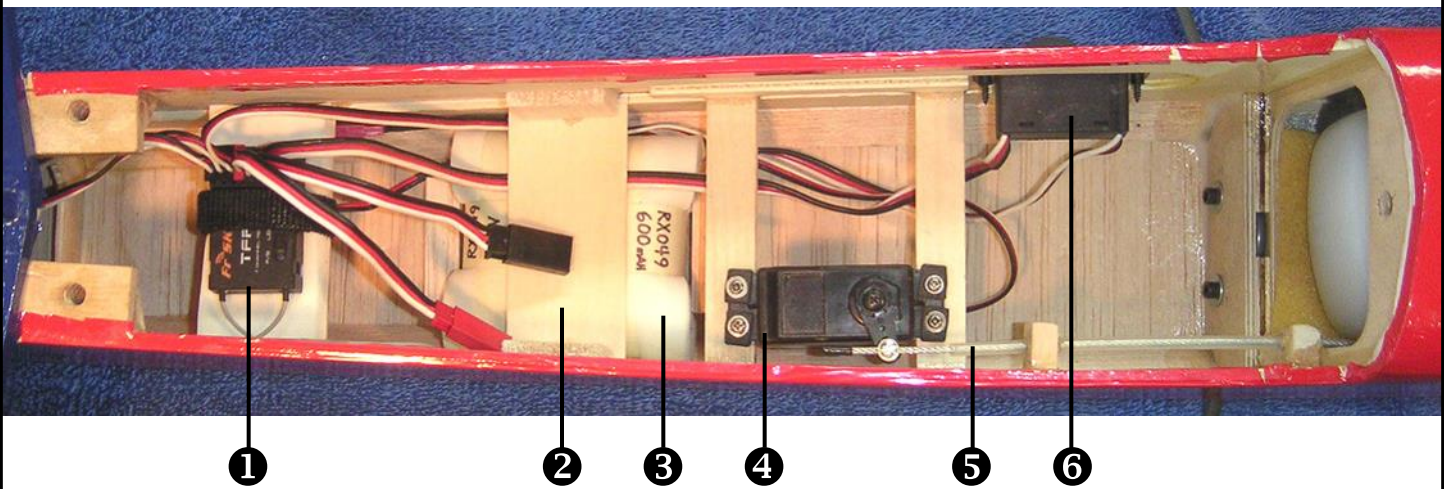
[How do I know if my engine has an air leak?](#)

[My airplane does not have as much vertical performance as I would like. What can I do?](#)

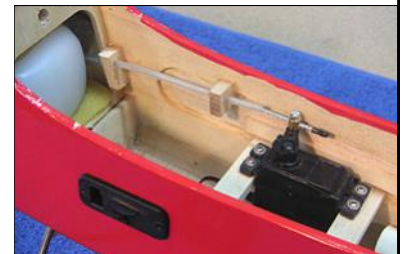
[The oil that accumulates on my model is very dark in color. Does this mean that my engine has a problem?](#)

Radio Installation Basics by Bruce Tharpe

I was working on a .46-size glow powered balsa model recently and thought that it might be helpful to our newer modelers to go over some sound modeling practices that most of us old-timers, errrr, experienced modelers take for granted. This is a pic of the radio compartment, looking down with the wing removed. The model's nose is to the right, the tail is to the left.



- 1. Receiver** - The mount is just a strip of 1/8" lite-ply with a small piece of 1/4" foam rubber for vibration isolation. The FrSky 6-channel receiver is strapped to the mount with a wrap of double-sided Velcro. I like to leave the top of the receiver exposed so I can access the bind switch and see the LED. That does leave it vulnerable in a crash, but these new receivers are so lightweight that it probably won't break free from its mount. Notice the two aileron channel extensions are color coded to match the servo leads coming out of the wing.
- 2. Battery Mount** - Another strip of lite-ply holds the battery in place. The ply is actually supported by wood from above and below at each end, so a small spot of glue is enough to keep it from shifting. If and when the time comes to remove the battery, the glue spots can be easily broken to remove the lite-ply strip. There are also two balsa sticks glued to the floor of the model at the front and rear of the battery to keep it from shifting fore or aft during flight.
- 3. Battery** - I still like NiCad batteries for their reliability and no-drama charging. This one is wrapped in 1/4" foam rubber and masking tape which isolates it from vibration and protects it in case of a crash. I often see batteries stuffed between foam layers, which is okay for vibration, but in a crash it becomes a projectile. I mark the battery with the voltage (hidden by one of the aileron extensions) and the capacity (600 mAh) so there's no confusion during charging. The "RX049" is a unique number assigned to this battery so I can keep track of its history in my log (ahhh, the battery log... another story for another day).
- 4. Servo Mount** - In this case, hardwood rails are used. This model has the elevator and rudder servos mounted further aft, near the tail, so the only servo in the radio compartment is the throttle. Make sure the rails are glued firmly and sandwiched between strips of wood above and below at each end.
- 5. Throttle Cable** - I like to use 1/16" steel cable in a plastic tube housing for throttle control because it is relatively easy to route from the servo, around the fuel tank, and to the carburetor. It does need to be supported every 6" to 8", and near each end. Leave about an inch unsupported at the end to allow some room for flexing as the servo moves through an arc. The cut end of the cable is great for poking skin, so protect yourself by capping it with a small piece of shrink wrap. An easy-connector is used to attach the cable to the servo arm. Opinions differ, but personally, I only use easy-connectors for throttle or nose wheel steering pushrods - I never use them for flight controls.
- 6. Switch** - Since it is exposed to the outside of the model, always try to mount it on the side opposite the engine exhaust. If you plan to hand-launch your model, keep it a safe distance from the area where you will grip the plane. Keep your wiring tidy by tucking it under areas that are padded with foam, or tape them to the inside of the model to keep them from flopping around and chafing. A little extra time spent here just might translate into a much longer life span for your model.



FROM THE YOU-GOTTA-SEE-THIS DEPARTMENT

[Incredible B-25 Mitchell from Germany](#)

20-Foot wingspan. Two 400cc Moki radial engines with 35x13 propellers. 326 Pounds. Six receivers, thirty servos. Stunning.



[2013 Rally of the Giants - Revisited](#)

It was one year ago this month when the Rogue Eagles hosted our largest event ever. This video by Rick Dunn is a nice memory jogger.



[African Aircraft Test Flight](#)

Wow. Not sure if this is real or a joke. It is certainly humorous. I like how the designer pins his problems on the "rear wheel".



[Flying Car - Terrafugia TF-X Introduction](#)

Ahhh, the flying car. Such a simple concept, but I still don't have one in my driveway. This computer-generated teaser is pretty awesome.



[Virgin Galactic SpaceShipTwo - 3rd Flight](#)

Beautiful, professional video of two amazing aircraft - the SpaceShipTwo and the launch ship White KnightTwo. Test conducted last January.



Goofy new ARF from Hobby King?



Nope. It's the [Vector Hawk from Lockheed](#). You know, the guys who made the SR-71 and C-5 Galaxy. According to their press release, the Vector Hawk is "waterproof" and provides "leading edge multi-mission capabilities in all environments". Ooooooh. It probably flies funny, breaks every time it lands, and my guess is it costs \$50,000. Yeah, I'm jealous...

Club Merchandise

These items are usually available at the meetings. For more info, call Phil Baehne at **541-727-7059**

T Shirt





Club Information Page

For information about the club, how to join, past newsletters, and much more, please visit the Rogue Eagles website .
www.rogue-eagles.org

The next **General Membership Meeting** is scheduled for Tuesday, June 10, 2014. Meeting location is the Central Point Senior Citizens Center, 123 N 2nd Street in Central Point.

[Click here for directions](#) .

Phil Baehne brought a couple of self-designed sport models to show and tell at the last meeting. This one featured a functional tail hook.



Upcoming Events

Note: Runway condition may force cancellations - keep an eye on the website for updates.

JUN	6-8	Fun Fly	Klamath Glen	Sam Ellis 707-954-8284
	7-8	IMAC Contest	Agate Field	Jay Strickland 541-830-7976
	13-15	Float Fly	Plat I Reservoir Sutherlin	Dave Olson 541-679-5795
	21	Pylon Race #3	Agate Field	Rich DeMartini 541-245-9858
	27-29	IMAA Big Bird Fly-In	Agate Field	Larry Myers 541-770-3390
JUL	11-13	Warbirds Over the Pacific	Cottage Grove	Gus Phillips 541 643-9430
	12-13	Float Fly	Lake Selmac	Art Kelly 541-472-9683
	19	Pylon Race #4	Agate Field	Rich DeMartini 541-245-9858
	25-27	IMAA Big Bird Fly-In	Sutherlin	Bob Campbell 541-530-3843
Full 2014 Event Calendar is available online Click Here				

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Show and Tell - the Extended Version...

The May meeting featured a far-above-average show and tell - and I'm not just saying that because of my model! Along with Phil Baehne's two sport models (you can see one on the previous page and one below on the floor behind Rick Lindsey), Ye olde editor brought his bare bones Super Pacer and Ray Wasson brought in his new electric ducted fan (EDF) jet. I hope this trend continues for future meetings!



Bruce Tharpe's Super Pacer

I'm building this one for the upcoming Vintage RC Fly-In at the end of August. It was designed by Owen Kampen and kitted in 1975 by Ace R/C. As a teenager, I built the Pacer, which was a smaller version with an .049 for power. But I always wanted the big one, the **Super** Pacer. Turns out the Super is still a pretty small model, but it should be fun to fly. It's a simple design, but I like the little aesthetic details that give it some character like the STOL wingtips, the wheel spats, the long dorsal fin that blends into the canopy, and the imbedded tailwheel. This one was scratch built from plans. If you're interested, you can [download free plans here](#).



Ray Wasson's Eurofighter Typhoon 90mm EDF

May be the most amazing foamy I've ever seen! It features electric retracts with sequencing doors, operating nav lights, vectored thrust, and scale drop tanks that install with magnets. It comes with a 12-blade metal EDF unit installed which Ray demonstrated. Sounds cool and blows papers around very well. Ray bought this model to help get his thumbs in shape for his turbine model. He flew the Eurofighter on the evening before the runway was dug up, so it is officially the last model to fly from the old runway. Ray says it flies great but is hard to see. That low-viz grey works just like it's supposed to. [More info...](#)

Lost at the Agate Lake Float Fly I'm pretty sure I left my red-white-and-blue patriotic **folding chair** at the lake. If you happened to pick it up, contact Bruce Tharpe at 541-582-1708 or bruce@btemodels.com

For Sale - Large WingTOTE Wing Bag

Will accommodate one or two wings or wing panels. Inside dimensions are 80" x 22". Perfect condition. Contact Bruce Tharpe at 541-582-1708 or bruce@btemodels.com

\$30.00

