

September 2013

ROGUE EAGLE

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

Larry Maerz is all smiles at the completion of the Rogue Eagles Airshow. His Pitts survived the weekend - many did not. Details inside!





ALL THUMBS - FROM THE PREZ'S CHAIR

My name is Jay Strickland and I approve this message

My fellow Rogue Eagles. As the flying season begins to wind down, we can all take a moment to relax, catch our breath and reflect on some of our accomplishments this year. We very successfully hosted an IMAA National Rally, performed our annual Children's Miracle Network Charity Airshow (raising over \$1,080) and hosted several other notable events including the Agate Lake Float Fly, a Warbird Fly in and an IMAC contest. We have also diligently and continuously improved our flying site including safer start up pads and added wheelchair accessibility for our pilots and crews. All in all I am very proud of the direction our club is going. We have over one hundred and twenty creative, resourceful, intelligent engineering minds in our club and when we work together it is astounding what we can accomplish.

Our club is a living breathing entity. We all share a common passion, that is, the flying of all types of model aircraft. Some different ideas, constructive disagreements and many points of view are a healthy way to ensure that we look at and consider greater options to achieve our mutual objectives and the betterment of our RC club. Close communities like ours will always have friction at one time or other. We can and will all have "one of those days". It is how we handle this inevitable friction that can set us apart from lesser clubs. Constructive criticism given in the right spirit, only make us stronger. It is essential that we avoid criticism just for criticism's sake and stay positive. When the disagreements become malicious and are aimed at creating a hateful and distrusting environment, the club is harmed and many members enjoyment of our great hobby is lessened.

Everything we do in regards to the Rogue Eagles and aeromodeling either makes the club a closer fraternity and a more enjoyable and satisfying experience for everyone or... it breaks the club down and erodes the camaraderie and joy we get from sharing this fantastic hobby. The Rogue Eagles have an Executive Board the majority of which are duly elected by the club to manage the club's affairs and conduct business on behalf of the club. These men have varied backgrounds in aero modeling and generally have varying viewpoints on every issue but I can assure you they share one outstanding trait. Everything they do is with the Rogue Eagles RC Club's best interests in mind and at heart. If you doubt this, I personally invite you to an Executive Board meeting to see for yourself.

In closing we must always ask ourselves, is what we're doing weakening the club and detracting from our fellow and future modelers or ... are we working to make our club stronger and creating a better hobby for those around us and those that follow?

P.S. Thank you to all of you who volunteered to help put on the Airshow, especially; Larry M, Patty M, Corey M, Calvin E, Cliff S, Dale M, Larry (Hollywood) C. and of course Marti.

That is all, Granddog out.



Welcome! *The Rogue Eagles R/C Club extends a hearty welcome to the new members listed here. (Note: In an effort to catch up, the list extends back until approximately last March)*

- | | |
|---------------------------------------|--|
| Timothy Agee - White City | Elbert Maerz - Medford |
| Charles Barrie - Medford | Joe Porhammer - Glendale |
| Stephen Bjers - Mt. Shasta, CA | Ed Rapoza - Medford (Returning) |
| Mark Brady - Central Point | Andrew Stallman - Ashland |
| Mike Britton - Weed, CA | Joel Tobias - Medford |
| Scott Hurst - Eagle Point | Brian Wilderson - Medford |
| Todd Kell - Medford | <i>and our website guru,</i> |
| James Kennedy - Ashland | Ron Patterson (Honorary) |

AEROBEEZ MONSTER FEST 2013 EVENT REPORT BY MARK TOBIN

Editor's Note: Mark missed our airshow because he attended Monster Fest in Eugene. Here's a write-up about his adventure, from Mark himself. Be sure to follow the links below for some excellent videos of the event!

Ok here's the story:

My alarm rings at 3:30 in the morning telling me its time to get up. Steve shows up at 4:00 to pick me up so we head to Chief Aircraft to meet Dana and head out. We get on the road about 5am and head north for Eugene Monster Fest 2013. After seeing a beautiful sunrise and grabbing some breakfast we arrive at the show around 8:30. We get the truck and trailer parked and that's when my heart starts to pound. The moment the trailer door opens it becomes all too real, realizing I haven't flown since Medford IMAC in April. I nervously get my plane together as a few guys are standing around watching and asking questions. After being a spotter for Steve as he courageously maiden'd a new plane, I realize I can't put it off any longer. I grab my plane and head to the flight line hoping to sneak in a warm-up flight. Well as I'm starting up my engine the other planes in the sky start landing. As I taxi to the runway the whole show had stopped and all eyes are on me. That's the moment I said to myself " I don't want to do this!", but it was to late. So after digging way down deep for what little courage I had left, I lined my extra 330sc up on the runway, increased the power to full, hit the "smoke on" switch and went for it. The flight went ok and I remember Steve kept asking "what was that" as I jammed the sticks around the best I could. The rest of the day went good as I flew the extra two more times and some of the planes Chief brought a couple times also, but I had a really good time doing aerial video with my quadcopter. I got about an hours worth of video and put it all together on the way home using iMovie on the ipad, before laying my tired head down on my pillow around midnight.

All in all it way a great day and I'm glad I went. It was a real bummer to miss our local air show though.

Mark

Quadcopter Video Link: [Chief Aircraft at Monster Fest](#)

Video Link: [AeroBeez Monster Fest - Chief Aircraft](#)



Mark tears it up with his Extra 300



Steve Coleman and his 35% Edge 540



Steve and Dana Blix, owner of Chief Aircraft

Minutes of the Board Meeting - August 22, 2013

Opening:

The President, Jay Strickland, formally opened the meeting for business at 7:02 p.m. at the Central Point Senior Center. There were eleven members present.

The minutes of the July 25th Board meeting were read. With no corrections or objections, the minutes were accepted as read.

Old Business.

Air Show.

We still need to finalize payment for the P.A. System. Calvin Emigh will try to obtain a lower cost, based on the charitable nature of the event.

The amount the club donates to the Children's Miracle Network is \$1078.00. (This includes \$70.00, which was handed in as donations at tonight's meeting).

The "sanction" cost was \$20.00. A few items, hats shirts and mugs were given out as prizes to the spectators. Jay stated his thanks to all who participated and donated their time and effort, for this very successful show.

New Newsletter Editor.

Bruce Tharpe has volunteered to be the Newsletter Editor. A round of applause was given to Bruce in appreciation.

Field Lease.

Still pending. As reported before, we expect the County to move forward on signing soon after Labor Day.

Ballot Voting.

The mail-in ballots for the voting on the changes to the Byelaws and Runway restoration have been sent out to all club members. The tally of the voting will take place at the September General Meeting

Club membership I.D. Cards.

Eric gave an update on his talks with the card vendor. They are willing to make the text and appearance changes to our liking at no extra charge and the cost will be the same amount as three years ago, which is \$326.00 for the one hundred cards.

New Business.

Disgruntled Club Member.

An email was forwarded to the Board which was written by a member that complained that he was not aware of the upcoming Air Show and that he felt discriminated against. This aroused some emotions and was discussed

in the meeting.

A suggestion was made that it would be a nice idea if someone were to volunteer to send out an email to all members before each club event, as a reminder. Initially Richard DeMartini raised his hand, but Larry Cogdell said that as the Club Public Relations Officer, he felt it was something that he ought to do and is very willing to perform this task. So it was agreed that Larry will send out an email message to the general membership approximately 30 days before each Rogue Eagle club event.

An unpleasant situation.

Some malicious talk has taken place at Agate Field basically accusing Jay Strickland of mishandling the cash from the "day use flying deposit box".

Such a thing naturally arouses some emotions.

Jay stated to the meeting, as he has before on more than one occasion, that since he has been President and checked the lockbox, there has rarely been any cash in it, but when there has, it has always been a strange amount, and not a multiple of the \$5.00 that should be deposited per person per day. It seems that users are paying just what they feel inclined to.

Jay has been using this source of cash to buy the cake and coffee refreshments that he brings to the club meetings. This was discussed and approved by the membership as recorded in the June Meeting Minutes. For example, this week Jay found exactly \$5.00 in the Lockbox. The refreshments that he brought to tonight's meeting cost \$9.00. In fact, up to date, Jay is considerably out of pocket for providing the refreshments for the meeting attendees.

Rumor mongering and malicious gossip at the field is becoming a significant problem.

Such talk does not help the club; in fact it causes damage and is likely to deter members from wanting to participate.

If any member has a complaint, then the decent course of action is to bring it to the Board so that it can be heard and resolved in a civilized and democratic manner. If the member does not want to come to a meeting, then a letter to the Board will be addressed. Anonymous emails are not likely to accomplish very much.

The meeting was adjourned at 7:50 p.m.

Editor's Note: A follow-up email from our treasurer indicated that the total amount donated to the Children's Miracle Network was actually \$1083.

Airshow Accident Reports

There is no other way to describe it - Saturday at the Airshow was an epic crash fest. We always have our share of mishaps and botched landings, but the carnage this time went way beyond the norm. The following reports are not meant to embarrass or criticize the pilots in any manner. The idea was to take a clinical look at each incident, analyze them, and hopefully learn something that could help all of us in the future.

Aircraft: Giant-Scale Ultimate Bipe

Pilot: Fred Sargent



Accident Description

In the very first act of the airshow, Fred had a major glitch shortly after takeoff. With the plane seemingly back under control, he attempted to bring it around for landing, but it again started to intermittently glitch and go into stretches with no response. The plane finally crashed and is not repairable.

Likely Cause

Beyond the obvious radio system failure, Fred was unable to pinpoint anything specific. He has been flying this model for about eight years with no problems. Batteries were charged. Everything worked after the crash. Label this one a mystery - maybe it was a switch gone bad or a faulty receiver, but right now, the cause is unknown.

Lesson Learned

Fred is one of the most experienced pilot in our club, so it just goes to show that none of us are immune to the occasional mystery crash. It is an unfortunate side of the hobby that can get the best of us. You don't have to fly with the constant fear of this happening, but losing your R/C signal is a small, but constant, possibility.



Aircraft: 1/3-Scale Sopwith Pup

Pilot: Cliff Sands



Accident Description

In an act with other WWI models, the lower wing on one side appeared to fail. It slammed against the upper wing, and the model went into a death spiral that was unrecoverable. The airplane is a total loss.

Likely Cause

The in-flight structural failure was traced to a single flying wire that may have snapped.



Lesson Learned

Many of our aircraft are just one wire, or servo arm, or set screw (the list goes on) away from total destruction. This one was pretty hard to anticipate, but it's a good idea to take a hard look at your model and ask yourself, "If this _____ fails, what will happen?" If the answer is crash, then it's something that should be inspected often and possibly upgraded.

Aircraft: Giant-Scale J-3 Cub

Pilot: Larry Maerz

Accident Description

During the Cub Flight with at least one other Cub in the air, one wing decided to part ways with the fuselage. The result was another death spiral into a small tree far out in the field. The plane is a total loss.

continues...

Likely Cause

Larry was pretty confident that a bolt failed. This bolt connected the bottom end of the wing strut to the fuselage. The struts are functional on this model; it depends on the struts for structural integrity. Once the strut came loose, the wing attachment failed. When pressed, he admitted that he noticed before the flight that the bolt was bent, but it did not look like it had been fatigued by back-and-forth flexing.



Lesson Learned

When asked if he ever saw a bolt like that again, Larry quickly said, "I would never put it in the air." It's a tough lesson, and Larry's honesty is appreciated. Like the Pup, this model's fate was determined by a single critical piece of hardware.

Aircraft: Scimitar (foamy pusher delta wing)

Pilot: Larry Cogdell

Accident Description

During the Electric Flight act, the model was clearly in trouble right after takeoff. While struggling to bring it around for landing, the plane went out of control and crashed. Total loss.



Likely Cause

Larry explained that he had a very rough landing on the previous flight. The retract struts needed some tweaking to make them work properly. He inspected the model and did not see anything wrong. The plane was not flown again until the day of the airshow. Unfortunately, it is likely that something in the control system was loose or bent or broken from the previous flight.

Lesson Learned

Inspect your model very carefully after any hard landing or mishap. Check your controls and be mindful of any changes on the next flight. And in hindsight, since the next flight was to be at the airshow, it would have been wise to do a check out flight beforehand.

Aircraft: Viper-Jet (electric ducted fan)

Pilot: Larry Cogdell

Accident Description

The jet was flying well and had performed several aerobatic maneuvers. Coming out of a knife edge, the model rolled and hit the ground at full speed. Total loss of the airframe, although the EDF unit appeared to be intact.



Likely Cause

Larry was flying a set routine, but admitted that he decided spontaneously to "throw in a roll" after the knife edge. There was simply not enough altitude to complete the roll.

Lesson Learned

Stick to the plan! The first words out of Larry's mouth after the crash were, "I didn't follow my routine." The model was new, he had only flown it a few times. Larry summed it up later with the phrase "What was I thinking?"

At an airshow, flying in front of a crowd is not the place to try anything new with a model, especially one you have not flown



much. The tendency to push your skills and your model just beyond your normal level is a condition known as "Air Showitis", a term coined by Bob Violett.

Related Links

[Viperjet Crash Video](#) by Larry Cogdell

[Viperjet Crash Video](#) by Eric Kees

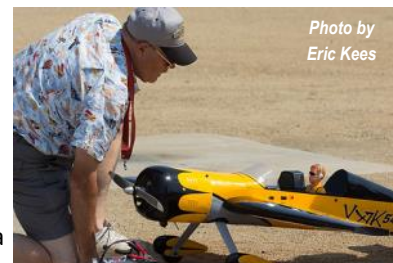
[Air Showitis article by Bob Violett](#)

Aircraft: Yak 54

Pilot: Doug McKee

Accident Description

Doug was flying in the Ribbon Chase act, trying to cut the ribbon when his model simply lost R/C contact. He regained it again momentarily, then lost it. It did not seem like a pure lockout because the model gyrated somewhat before meeting its total demise.



continues...

Likely Cause

Doug was unable to pinpoint any real cause other than radio failure. The battery was good and everything worked okay after the crash. Again, it could have been a bad switch or loose wire or who knows what.

Lesson Learned

Like Fred's, we will have to put this one in the mystery category.

Aircraft: Flying Lawnmower

Pilot: John Parks

Accident Description

John was flying in the "Things that Shouldn't Fly" act, minding his own business, out in front of the Flying Ferrari piloted by Calvin Emigh. After passing show center, the Ferrari suddenly pulled up and clipped the rear of Lawnmower, shearing off the handle. The Lawnmower pitched down, leveled off for a moment, then pitched again into a straight-down death dive. The killer Ferrari didn't miss a beat, flew a few more laps, then landed with no problems. Remarkably, the Lawnmower looks to be repairable and was turned over to Calvin to do the honors. Just another crazy chapter in the storied life of the Lawnmower.

Likely Cause

Mid-air collision wiped out the Lawnmower's elevator control.

Lesson Learned

We all know mid-air are bad. The only way to prevent them is to keep blue sky around your model at all times, even if you think it is totally clear of other models in the air. Easier said than done at times...



Aircraft: Giant Scale Focke-Wulf Fw 190

Pilot: Dale McQuiston

Accident Description

Lacking a better option, Dale was asked at the last minute to be the "Red Baron" in the Snoopy act. It went okay on Saturday, but Sunday afternoon it went much less than okay. With Snoopy in the air, Dale was maneuvering to get the FW in front of the doghouse. He was also trying to fly slow, to keep the speeds similar. With flaps and gear down, the plane suddenly tip stalled and the recovery effort resulted in more snaps and spins until its convergence with terra firma.

Likely Cause

Slow speed tip stall with not enough room to recover. To be fair, Dale had probably not spent much time flying this model in this manner. And that particular design is somewhat notorious for slow speed surprises. Dale seemed to be doing a great job until getting bit by the laws of aerodynamics.

Lesson Learned

There was something weirdly appropriate about the sight of the FW spinning out of the air, given that the act is based on Snoopy

trying to shoot him down. But it was a tragic loss and goes back once again to trying something new at the airshow. I'm sure everyone now wishes Dale had more advance notice and a chance to practice.



Some General Observations

- These crashes represented a significant loss in time, effort, and money. But the pilots all seemed to have a good attitude about it. Certainly none of them were happy about their accidents, but they were all willing to talk about them, analyze them, and agreed there were lessons to be learned from each of them.
- There was a definite NASCAR vibe to the audience reactions. They knew we weren't trying to crash, but they didn't mind seeing them either.
- All of the crashes were well away from the crowd; there was never any hint of danger to the spectators.
- There were no fires from crash-damaged batteries. **END**

VIDEOS YOU GOTTA SEE

[Rogue Eagles Airshow Slide Show](#) by Eric Kees

The airshow was not all madness and destruction! There was a lot of great flying and an amazing variety of acts. Eric took hundreds of photos at the airshow and put the best of them in this fast-paced slide show. If you weren't there, or just want to re-live the action, don't miss this one.

More Airshow Videos by Eric Kees

[Aishow Time Lapse](#) - an interesting recap of the action.

[Control Line Pulse Jet](#) flown by Bruce Tharpe Sr.

[Agate Lake Float Fly](#) by Larry Cogdell

Yeah, the float fly was back in April, but great film-making takes time! Larry captured many of the highlights from the event including a swarm of Northstars, Bruce's Venture 60, John's big Decathlon, and his own Icon.



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, September 10, 2013. Meeting location is the Central Point Senior Citizens Center, 123 N 2nd Street in Central Point. [Click here for directions](#) . Bring your latest project for Show-and-Tell.

John Gaines brought a elegant new airplane to the August meeting. It's an "El Gringito", which he built from RCM plans. The design dates back to the early 70's, making it eligible for the vintage fly-in.



Events Calendar

Sep	7-8	RVF Air Show	Grants Pass Airport	Art Kelly 541-472-9683
	14-15	Flitemasters Fly-In and Pot-Luck (Rogue Eagles Invited)	Sportsmans Park (Keno) Click for Map	Mike
	21	Pylon Race #6	Agate Field	Ben Musolf 541-608-7240
	28-29	NSRCA Pattern Contest	Agate Field Information	Art Kelly 541-472-9683
Oct	12	Club Fun-Fly and PotLuck	Agate Field	Jay Strickland 541-855-7161

Event Reminder

Flightmasters Fly-In and Pot Luck September 17 & 18

Rogue Eagle members are invited to the beautiful Flightmasters field in Keno for two days of open flying, feasting, and camping. If it flies, it's welcome. There is a \$6 Day Use fee. [Click Here for more info.](#)

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