

JUNE 2016

# ROGUE EAGLE

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

Okay, let's go ahead and call this edition of the newsletter the "John Gaines Issue." Here's John immediately following the exciting maiden flight of his B-25 in mid May. A few days later he hosted the All Scale Contest at Agate Skyways. Read more about the event [and](#) his bomber inside.





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

### Float Fly Fun and Much More...

It's only June yet, but with all the events our club has either hosted or members have attended already, it feels like we should be wrapping up the flying season by now. We're not even close!

Where to begin? Let me start with thanking Tom Everts and Larry Myers for hosting our Danny Stanton Memorial Float Fly at Agate Lake in early May. Tom and Larry completed the AMA paperwork, coordinated with the county, cleaned the latrines including trash collection not to mention, ensure a safe flying environment. Their efforts are the reason why we are able to merely unload our aircraft, fly and enjoy the day. Thanks guys.

Still, they needed a very special team to help out. Thank you Deb Everts, Debbie Starks, Terry Hudson, Linda Sue and Wendy Neal for your help with registration and cooking the BEST hamburgers and hot dogs anyone could ask for! Thank you so much for your help! Also, to the guys who helped mow and edge the grass for lake access the weekend prior, thank you for your help as always. For some reason, I want to thank Paul Starks too but don't really know why as he keeps crashing Debbie's pretty aircraft. Thanks Paul for your help along with each member who flew and made this annual event such a success! This single event netted \$1,369.28 for our club. I appreciate each of you for not only your help with this event but your friendship over the years. A special "thank you" goes out to Danny's daughter, Cindy Stanton, for her generous raffle prize donations. The original Agate Float Fly was Danny's favorite event. We're proud to remember and celebrate the positive impact Danny had on our club for many years to come. Thank you Cindy!



*These five intrepid pilots flew their CarbonZ Cubs in formation... loose formation... okay, they were all in the air at the same time on Friday afternoon. More float fly pics on the next two pages...*

Did you get a chance to make it out to the Swap Meet & Pot Luck? Yes? Did you try Rod Graham's pasta salad? No? That's a shame because it was the best pasta salad I've ever had! The 2016 Swap Meet & Pot luck was initially hampered by a few showers, but the weather cleared allowing for both great flying and food to enjoy by all including hot dogs served up by Event Coordinator, Richard DeMartini! Thanks Richard and to everyone who participated, brought a dish, and had fun alongside our friends from Klamath Falls.

Props go out to Larry Cogdell and everyone who represented the Rogue Eagles R/C Club at Ashland's Airport Day. Our club members were able to pull off two events during the same weekend, that's impressive! The fact we can manage two events at the same time speaks volumes towards club leadership and diverse member interests in the hobby we all enjoy. It also takes leadership and communication to pull it all together. Congratulations guys for promoting our hobby and club to our community. Job well done!

*continues...*



## The Flight Plan *...continued*

Speaking of “done”, I’m not just yet...

In May, we also hosted our annual All Scale Contest & Fly-In hosted by Mr. John Gains! Each year I look forward to this event for many reasons. The model aircraft presented represents, recognizes and celebrates our members passion for that “perfect” scale build including attention to every little detail. It’s an event that allows club members to modestly show off their scale aircraft, talk about building techniques and the hard work necessary for completion and competition. If you didn’t know already, this event is not just for members who like to build their aircraft from scratch or from a box of balsa. This event encourages all scale aircraft to participate including ARF’s (almost ready to fly) aircraft. Attention to detail does not mean you must build your aircraft from the ground up... Check out John’s event report including our 2016 scale winners! Great job John for hosting another successful and safe event.

Our club had an incredible month and there is more to come. Don’t forget, our club’s first Pylon Race is June 4th. Time to dust off your little racers and compete! Also, our club will be hosting the Big Bird Event on June 24-26. Check out our event calendar for details and C.D. contact info.

Airshow already? Our 2016 Airshow is just around the corner and your participation is requested! Our annual airshow helps promote goodwill within our community including financial assistance for a great cause, the Children’s Miracle Network. Thankfully, we have two seasoned airshow pros to coordinate and direct our event (Larry and Patty Myers) but they need your assistance to develop flight schedules, record music specific to each act, as well as manage the minutia prior to the event. Please reach out to Larry and Patty at [highflyer21@centurylink.net](mailto:highflyer21@centurylink.net) to confirm your participation prior to July 15th. Whether you want to fly, assist with parking, or solicit raffle tickets, your participation as a club member is appreciated!

*continues...*



*Mort Sullivan debuted this gorgeous float plane, a highly-modified BTE Venture 60. Magnificent!*



*Jess Walls and Rod Graham solved most of the world’s problems right there at the float fly.*



*Larry Maerz, Cliff Sands, and Mort Sullivan catch a little shade between flights.*



*Not all the cool stuff was on the water. Gary Neal looks like he’s trying to hitch a ride...*

## The Flight Plan *...continued*

Last, I want to thank Dale McCuiston and team for taking the initiative to not only fix one of our riding lawn mowers but to mow the weeds at the field entrance and along the side of the road leading to our field. Dale, you make a difference for our club.

Whew, that's a lot of "thanks" and for good reason!

Until next month, have fun and please fly safe.

Calvin 



Alan Littlewood gives the cameraman "the look." Alan, you should watch your plane - Chris is!



Scott Hudson's Hangar 9 Beaver flew on floats for the first time and made a big splash at the event.

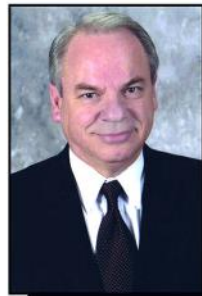
## Float Fly Event Report by Debi Everts

Attendance at the Danny Stanton Memorial Float Fly Event was fantastic! With a total of 39 pilots and excellent weather, a fun time was had by all. Cindy (Stanton) Anderson had selected a P-51D Mustang and a Nexstar RFT as the two top prizes. With the help of Al's Hobby Shop and their expertise, there were many prizes for everyone. But extra thanks to those who also contributed additional prizes including our local flyers, Phil and Mort.

Our food station was "beyond busy." Trips to town were made on Friday, Saturday, and Sunday for restocking due to the overwhelming response. The crew included Debi (Tom Evert's wife), Debbie Starks, Terry Hudson, and Linda Sue Knudsen. This was in addition to the two CD's Tom Everts and Larry Myers. Congratulations to all who contributed to this event!



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# HE DID IT!!! THE B-25 FLIES!!!

## YOU-GOTTA-SEE-THIS DEPARTMENT

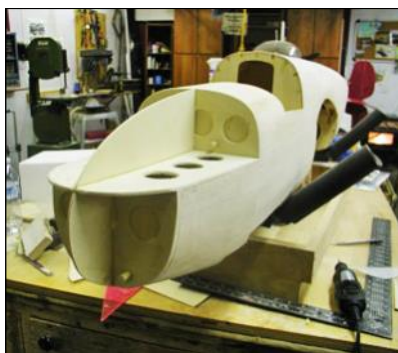
### [John Gaines B-25 Maiden Flight](#)

Was it a perfect flight? No, but you have to admire the courage it takes to fly a model you've worked on for hundreds of hours. Kudos John!



On Friday, May 13 (that's right - Friday the 13th), John Gaines performed the maiden flight on his 1/8-scale 101" Zirolu B-25. The plans and partial kit have been floating around the club for years, perhaps decades. According to Richard Schwegerl, it passed through his hands a couple of times at least, as well as Bob Miller, Bill Inman, and Clark Wolf. But it wasn't until it reached John's shop a couple of years ago that construction began in earnest. With Robart retracts and a couple of PTE 36 engines from Martin Sherman, the project finally had all the major components and a willing builder. John will tell you that a big part of the building enjoyment comes from sharing photos of his progress posted to a build thread on RC Scale Builder, an online forum. The photos below are just a handful of what he's posted. Other builders chime in along the way to help with tricky construction points or just to provide encouragement. It's fun to read, and it will give you an even greater appreciation of John's accomplishment. Here's a link:

[rcscalebuilder.com](http://rcscalebuilder.com) - [101 in B-25 Build](#)



## GET READY! UPCOMING EVENTS

JUNE			
3-4-5	Fun Fly	Klamath Glen	<a href="#">Sam Ellis</a> 707-954-8284
4	Pylon Race #1	Agate Field	<a href="#">Rich DeMartini</a> 541-245-9858
11	<a href="#">SOR</a> Rocket Launch	Agate Field	<a href="#">Calvin Emigh</a> 541-951-5055
16-17-18-19	Float Fly <a href="#">2016 Information</a>	Platt 1	<a href="#">Alan Rader</a> 541-391-3209
24-25-26	Big Bird <a href="#">New 2016 Information</a>	Agate Field	<a href="#">Gary Neal</a> 541-441-6724



# ALL SCALE CONTEST and FLY-IN

## EVENT REPORT



Photos by Pat Dunlap and Bruce Tharpe



**BEST OF SHOW SCOTT HUDSON DHC-2 BEAVER**



John Gaines was the event CD. He writes, "I want to thank everyone that participated and helped with the All Scale Contest. We had 23 flyers in the contest and a lot of really nice planes. The weather on Saturday was great and Sunday not to bad either. Most of the planes made it home, one that I know was lost on Friday, but we won't talk about that one. Jan's grill supplied us with great food both Saturday and Sunday." Here's the 2016 results:

- WWI**
- 1 Tal Botner Fokker DR1
  - 2 Bob Campbell SE-5

- WWII**
- 1 John Parks Bell 47
  - 2 Dale McCuiston P-51
  - 3 John Parks KI-84

- PEACETIME**
- 1 Scott Hudson Beaver
  - 2 Clark Wolf Skyraider

- CIVILIAN**
- 1 Tal Botner Pitts Special
  - 2 John Gaines Fly Baby Bipe
  - 3 Bob Campbell Chipmunk



# LANDING ADVICE

FROM OUR CHIEF FLIGHT INSTRUCTOR

Jess Walls



Don't always land this perfectly?  
Here's some wisdom that may help  
you finish your flights in style...

Recently one of the pilots at our field asked me "How can I keep my airplane from bouncing down the runway when I land?" Sound familiar? This is a fairly common problem that I'm sure we have all had at one time or another.

Landing is the most difficult maneuver we perform because it must be the most precise. Even pattern maneuvers can vary 1-2 feet without being noticed, except by the most experienced judges. Try to land 2 inches too low and you will bounce back into the air. Try to land 2 inches too high and you may stall and plop onto the ground and bounce back into the air. Everyone watches landings, we are all judges.

Our airplanes can touch down with enough speed to still fly and will go back up if the landing is not absolutely smooth, if the wheels hit a stone, if we give a little more "up" elevator, a gust of wind, or.... fill in the blank. Tricycle gear planes tend to do less bouncing. But they are not immune.

Manned aircraft with a tail wheel are harder to land also. Their pilots must "fly" them until they are parked! Failure to do so has resulted in ground loops and flipped airplanes with embarrassing frequency. Our airplanes respond to exactly the same air and aerodynamics at our larger kin.

Energy management is the key. In order to land smoothly and not have the airplane bounce back into the air we need to bleed off the **Excess Energy** (speed) slowly while staying very close (less than 4") to the ground. If we are landing with too much energy and we try to force the airplane down (down elevator) expect to bounce down the runway until enough energy is dissipated that the bouncing stops (hopefully without damage).

Adjust your airplane's speed while in the pattern. Don't dive for the ground, that just adds speed. Throttle back and let the airplane lose altitude while keeping the speed constant. Try to touch down in the first 1/3 of the runway. If you are going to land beyond the 1/2 way point, seriously consider going around. Readjust your pattern, altitude, and/or speed so that you can land in the first 1/3 of the runway. Practice. There is nothing more useless on landing, or take off, than runway behind you.

How do you keep the speed constant? Trim the airplane to fly hands off at pattern speed then let the airplane fly itself. You need to steer, rudder mostly on final, and adjust the glide slope, with throttle, and correct for wind gusts. Elevator control should not have to be used until it is time to flare. I know, hardly anyone has enough self control to let the airplane fly itself, but it would probably do a better job if we let it. I constantly have to remind myself to keep a light touch on the sticks. If I don't, I find myself holding pressure (generally up on the elevator stick) and the airplane flies too slowly.

If you can land consistently well and disagree with me, great! This stuff is not carved in stone. Do what works. But if you have problems, maybe some of these techniques will help.



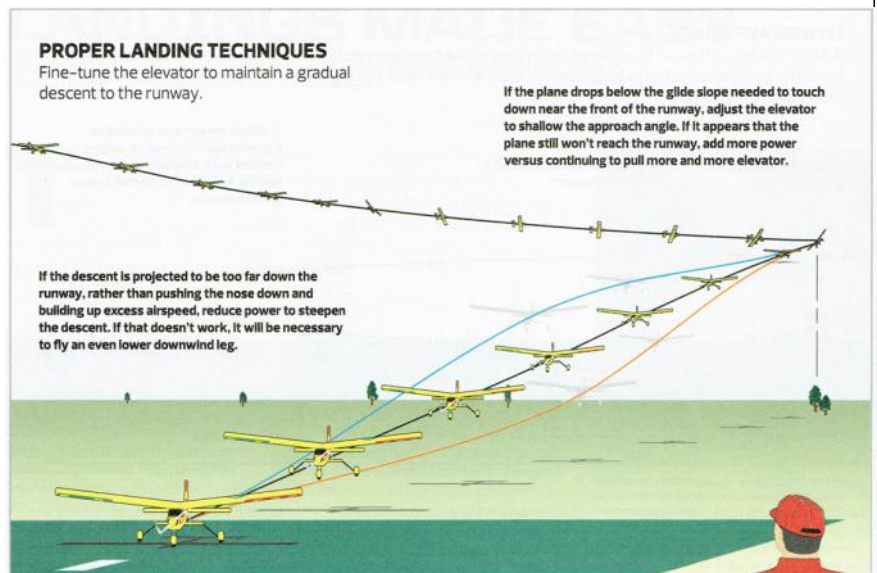
In the July 2015 issue of Model Airplane News, there was an article that backs up much of what Jess wrote above. The article was "Landings Made Easy: Finding the Optimal Final Approach Speed" written by noted instructor, Dave Scott. In the article, Dave identifies two bad habits that he sees over and over and they lead to more landing damage than any others. In a nutshell:

## BAD HABIT #1 - DIVING TO THE RUNWAY

Novice pilots naturally tend to fly high to stay safe. Starting the landing process at high altitude forces the pilot to make a steep or diving approach. Of course, that leads to excess speed which can result in a missed approach or a hot, bouncy landing that runs off the end of the runway and possibly damages the model.

## BAD HABIT #2 - APPROACHING TOO FAST

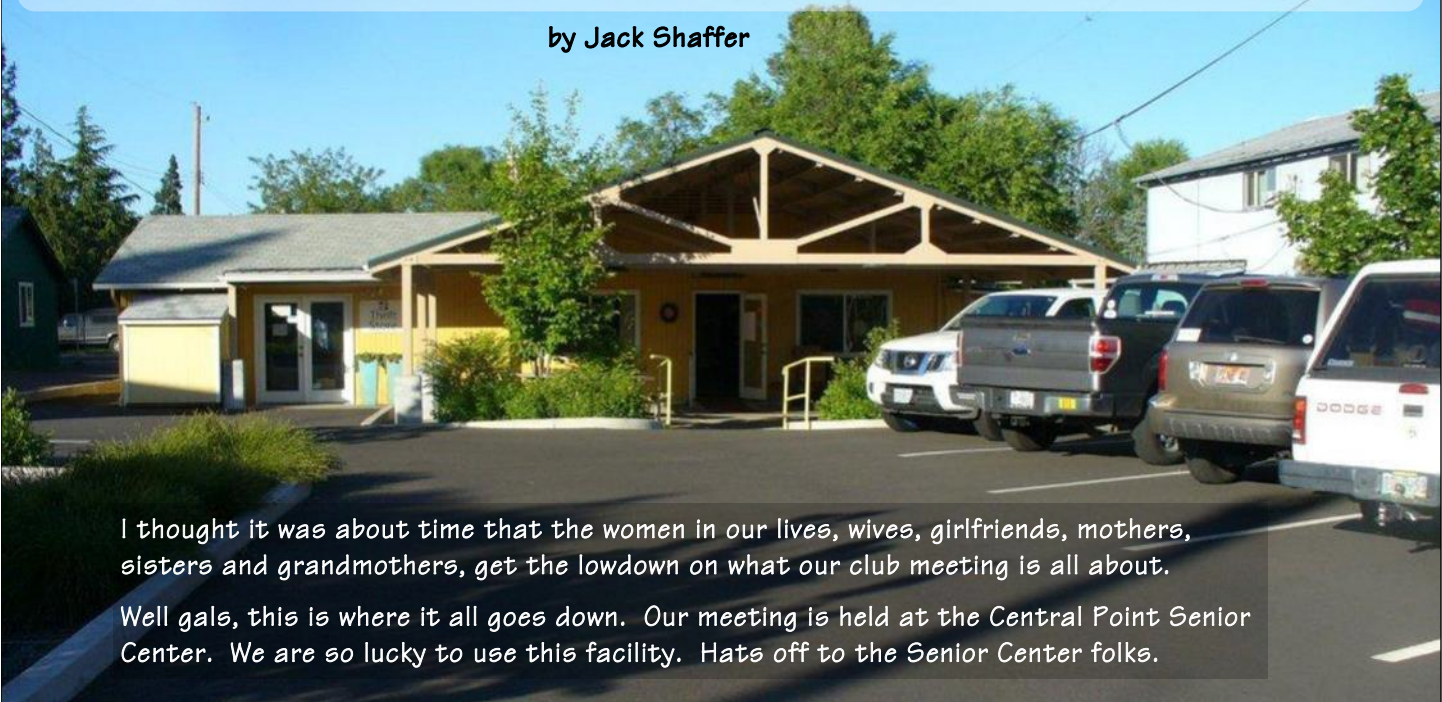
New pilots are commonly warned to "keep their speed up" to avoid stalling. Some think a fast approach is safer than an approach that is too slow. Problem is, a fast approach makes it very difficult to touch down smoothly. A slower approach will shorten the amount of runway used and lessen abuse on the airframe.





# Gals, It's All About the Meeting...

by Jack Shaffer



I thought it was about time that the women in our lives, wives, girlfriends, mothers, sisters and grandmothers, get the lowdown on what our club meeting is all about.

Well gals, this is where it all goes down. Our meeting is held at the Central Point Senior Center. We are so lucky to use this facility. Hats off to the Senior Center folks.



I want to point out to you ladies that we go to extremes to watch our figures and weight. Just kidding. We always have treats and it looks as though the donuts are winning.

It takes a lot of folks to run the Rogue Eagles. Here is a photo of Vice President Ray Wasson (right)

holding court with a few members. Sorry, the shot is a little out of focus. Maybe I had one donut too many.



Here is Treasurer Ray Wasson, Jr. (below, left) Ray is crunching the numbers and balancing the books. The numbers look good and fiscal 2016 looks to be an outstanding year.



The club members are waiting for the gavel to fall. Well gals, if you don't see your man in the photo, well?????



*continues...*



Here is President Calvin Emigh to call the meeting to order (right). He swings a mean gavel and makes the club run like a Swiss clock.



*Editor's Note:* Do you know why the head of the gavel is shaped like a salt shaker? Jay Strickland, who was president before Calvin, never received an official gavel, so for many months he would start and end our meetings by reaching for a handy salt shaker and tapping it on the table. Jay finally made his own gavel and kept the shaker theme.

This is Secretary Larry Cogdell (left) reading the notes from the last board meeting. Larry also emails REACT messages to club members to remind us of coming events and pass along current club updates. Larry's REACT messages are a hoot. Read one if you get a chance.



This is John Gaines (right) doing his part for the meeting. John is selling tickets for the 50-50 drawing, 50% to the winner and 50% to the club. Don't want to cause any problems on the home front here... I will trust the guys will "fess up" about their winnings. Hmmmm, not too sure what the meaning of the message is on this fellow's T-shirt.



The picture below tells a lot about the club members. We had a gal in attendance tonight. Sure wish we could get more gals to join the meetings. The fellow with the blue shirt is Phil Baehne. He is a great asset to the Eagles. Phil is constantly coming up with new items to add to the Eagles store. He is always asking us for opinions on what we would like to change or add to our line of merchandise. Tonight, he was searching for a new logo on our T-shirts. The fellow with the black cap is Bruce Tharpe, our newsletter editor. Notice he has his pen in hand, ready to capture tonight's highlights.



The last activity of the meeting is "show and tell." This is where your men folk get a chance to show off their latest creation, or tell a story of an event they attended. Here is Phil with one of his latest projects (below).

Well gals, don't want to leave you thinking we are a bunch of dull people. We have lots of lively discussions, and someone is usually singled out to be the brunt of jokes. You get the idea. Myself, I try to take my wife's advice when I head out to the meeting. She reminds me, if I want to stay out of the line of fire, I should sit on my hands and keep my mouth shut.



Come on down with your guy and join us.

*Jack Shaffer*





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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, June 14, 2016**

**Tuesday 7pm, July 12, 2016**

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

[Click here for directions](#)

## Seen at the May Meeting



Joseph Jones (above) brought in his new foamy Corsair for us all to drool over. Joe wasn't satisfied with the model straight out of the box, so he took it up a notch by adding some very realistic weathering, exhaust streaks, and a custom sound system. Looks great!

Jack Shaffer (left) shared his [Balsa USA Stick 40](#) that he recently completed. This style of plane features a fuselage design that is based on two big balsa sticks that meet at the rear and support the engine at the front. A similar design was called the "Swizzle Stick." These were super popular in the '70s and '80s, but you don't see them much anymore. Yeah, Jack's plane is VRCS eligible!

## Club Merchandise

These items are usually available at the meetings.

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



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