

The "Rogue Eagle" is a publication of the Rogue Eagles R/C Club, Medford Oregon - AMA 534

# *Rogue Eagle*

[www.rogue-eagles.org](http://www.rogue-eagles.org)

May 2012

**Check the schedule for upcoming events!**



Cory's Cub  
Agate Float Fly 2012

## **What's Inside:**

- **President's Message  
"Pilot Air"**
- **Meeting Minutes  
Board and General**
- **The B52H "Buff"**

**War Birds  
May 19-20  
Agate Field**

## **ALL THUMBS- FROM THE PREZ'S CHAIR**

*My name is Jay Strickland and I approve this message*



I thought this month I would give you all a break from the usual lecture on safety, courtesy, communication etc. That stuff is still very important but this month instead I'm just going to tell you a story.

### **-PILOT AIR-**

It all started when I was about 12 years old, my RC career that is.

I had been building free flight and control line planes for a few years by then and was the master (or so I thought) of the mighty Cox .049 engine. Along with the Baby Ringmasters, Lil Satan's and other what not fairly simple kits, I had even built a few of my own balsa slab wing, profile fuse designs. Apparently I had also become addicted to the smell of Aerogloss dope!

My father was an engineer and a full scale pilot and always expected my work to be of engineering quality and craftsmanship. There was no room in his world for youthful ignorant efforts and I'm quite sure some of my pre-teen creations caused him much distress. It was about this time my dad decided I was ready to build and fly radio controlled aircraft and one Saturday we took a trip to Root's Hobby Hut in Oakland Calif.

This hobby shop was about the closest thing to heaven I had ever seen (I hadn't discovered girls just yet!). I could have spent a week in there but after a while my dad selected and purchased for me a Falcon 56, a .15 Rc engine and a used Orbit single stick 3 channel proportional radio. He also bought for himself an already built Sr. Falcon and a brand new Orbit 4 channel

radio. I have vague recollections of my mom coming unglued that evening at the total cost of our "toys"!

It took me a few months to build the enormous Falcon, the stab was as big as most of my control line wings. Finally in the late spring it was ready for flight and we packed up the station wagon with our planes and equipment and headed to an orchard in San Ramon Calif. where a local club (It might have been EBRC) had a flying field. While I unloaded our gear my dad negotiated with a couple of expert, older gentlemen and eventually a fellow came over to check out my plane and help me get it airborne. Man was my father proud of what his son had built! After the experienced pilot had gone through my set up and got my engine running well, we refueled the Falcon and taxied out to the runway for the first flight. My dad stayed in the pit area soaking it all up. With the throttle advanced, the falcon rolled true and bounded into the air. It was glorious indeed! The pilot gained altitude, trimmed the plane and at about a thousand feet told me "Your bird flies pretty good". He then handed me the transmitter and I was flying! I still have no idea if he thought I knew what I was doing or what my father had told him but he then walked away and I was alone flying.

Of course it didn't take long for me to lose all that altitude and shortly I was coming over the pit area and myself about fifty feet high and at full throttle. I remember hearing some yelling about "who's watching that kid!", but by then it was too late. I passed my position and made a fairly tight right turn coming back over the runway. My plane was in a shallow dive with the right wing down coming towards me. I needed to go up and away so that's where I pushed the stick, up and away. The plane did exactly as I had input and went down and in smashing into the asphalt and scattering parts and pieces the length of the runway. As you can imagine I was disappointed but still not quite sure what had happened. I gathered up all the debris and piled it neatly in our pit area.

While I was taking inventory and thinking what a nice control line wing the intact stab would make, a couple of men walked up and asked what had happened. Before I could say a word my dad growled angrily "Pilot Err #@% Dammit!" I immediately thought to myself, it wasn't my fault after all. I was the victim of some Pilot Air, must be some kind of turbulent air that knocks airplanes down and they named it Pilot Air. My father and I never discussed it again and he sold my radio that week.

With a clear conscience for years I told the story of how I got caught in some deadly Pilot Air and lost my plane. It wasn't until I was in high school and telling the sad story to my science teacher and him laughing and explaining to my horror what my father had actually said, "Pilot Error" that I realized what had really happened. To this day now whenever I do something stupid with my aircraft or screw up a maneuver, I casually and with a wry smile explain, "Of course it wasn't my fault, I just got into some Pilot Air!"

Remember: Too soon old, Too late smart!

That is all for now, Grandog out.

# Minutes of the Board Meeting for May 8<sup>th</sup> 2012

## Opening:

The President, Jay Strickland, formally opened the meeting for business at 5:32 p.m. at the Central Point Senior Center. There were twelve members present.

## **Old Business.**

### Frequency Pins.

Jay reported that the new 2.4 GHz. frequency pins and magnetic board are now installed in the impound shed and ready for use. Members are requested to adhere to the rules for placing their membership cards and displaying the frequency pins, as this is the best way to determine that flyers are current members of the AMA etc. so that they are genuinely entitled to fly at the field. We are still experiencing "freeloaders" flying at the field who are not members and not paying the day-use fee and at least one case last week that was not an AMA member.

### Non Profit, I.R.S. Tax exemption status.

Larry Cogdell reported that he has completed the paperwork for the Non-profit, Tax Exemption status for the club. Now it is up to the IRS to approve. He thanked Werner for providing the comprehensive financial statements for the club that were necessary for the IRS to grant the requested exemption.

### Club Board Member liability.

Larry Cogdell reported that he has been checking into what it would take to provide the legal indemnity for the Board Members. Firstly we would need to establish an "Anti discrimination, Anti Harassment" policy statement. (Larry has a template example document). He was quoted a price for a \$1 million dollar policy. The annual premium would be \$1,000. This was rather shocking for the board and a lengthy discussion followed. Jay said that he would have another discussion with the AMA on this topic, so we can address it again next month.

### Big Bird Startup pad and the Taxiway.

Joe DeAscentis presented the latest plan documents and proceeded to describe them with the work and costs involved. Basically there would be two new concrete start up pads, each measuring 7' x 16' between the taxiway and Helicopter pad. There would be a chain link safety fence containing the new pads. The cost would be approximately \$500. The old pad would be removed. There was a discussion regarding the pros and cons of the overall plan and ultimately there was a motion to recommend the plan for presentation to the General Membership. The motion was unanimously approved.

### Intro. Pilots.

Rick Lindsay as the Chief flying Instructor announced that he has expanded the number of Intro. Pilots in the club to seven. The new instructor names can be found on the website.

### New pilot introduction.

Rich DeMartini followed up on last month's suggestion that we have a summary orientation document with 10 to 12 key points drawn up for new members to be introduced to flying practices and rules for flying at our field. This was thought to be a useful idea so Rich was unanimously approved to go ahead and generate the document.

## **New Business.**

### Field maintenance.

Gary Neal reported that the winter rains have caused some degradation to the field with subsidence and washing away of some areas of DG, so that we have potholes and dips where we really don't want them. He has gone ahead and filled in many of these areas, but we now need a new delivery of thirty to forty yards of DG and a working party to fix up the remaining areas.

The Board unanimously approved the expenditure of \$300 to purchase the required DG.

A heavy roller and fuel is needed to conduct the work, so we will bring this up at the General Meeting to have the general membership approve the expenditure of the funds for this work.

### New Test stand.

Danny Stanton suggested that the club purchase the new test stand that Sam Arrigo has made for Bill Grove, for placement at the engine test station. The cost would be \$45 and the money would go to Sam's widow. This is a good idea and a motion was moved, seconded and approved to go ahead with this purchase.

### Sign 3. Fly Free.

Jay mentioned the program that the AMA has. If you sign up three new members to the AMA, or old expired members, you will receive one year's free membership to the AMA. Check it out on their web site. *(continued on page 4)*

*(Board Meeting Minutes Continued from page 3)*

Speaking of Websites.

Have a look at [www.eaa319.org](http://www.eaa319.org). This is the local chapter of the EAA and Ben Musolf, our distinguished Newsletter Editor, has just become the newsletter Editor for this group. Ben is including the Rogue Eagles events in the EAA Event Calendar. Thank you Ben!

Keno visitors to Rogue Eagles.

Rick Lindsey described the symbiotic relationship we have with the Keno (Flight Masters) pilots and the exchange of visits to each other's fields. On May 27<sup>th</sup> we have the Pot Luck fly in at Agate field where we will be hosting the Flight Masters visitors. They have been outstanding hosts to R.E. members and we need to reciprocate. A motion was moved, seconded and approved to spend up to \$200 to purchase foodstuffs for the event. Please still bring along Pot Luck provisions in order to make this an outstanding family event.

The meeting was adjourned at 7:02 p.m.

## Minutes of the General Meeting for May 8<sup>th</sup> 2012

Opening:

The President, Jay Strickland, formally opened the meeting for business at 7:09 p.m. at the Central Point Senior Center. There were twenty-six members and five visitors present.

Meeting Minutes:

The minutes of the April 10th meeting were read. A motion was moved seconded and approved to accept the Minutes as read.

Treasurers Report.

Werner stated that the Share account stands at \$25.77. The Checking Account is \$7,388.99 and the Money Maker account stands at \$2,348.82, making a total of \$9,763.58. The dedicated Runway account stands at \$10,431.97. The grand total of all funds is \$20,195.55.

A motion was moved seconded and approved to accept the Treasurers report as read.

**Old Business.**

Frequency pins.

Jay reported that the new 2.4 GHz. frequency pins and magnetic board are now installed in the impound shed and ready for use. Members are requested to adhere to the rules for placing their membership cards and displaying the frequency pins, as this is the best way to determine that flyers are current members of the AMA etc. so that they are genuinely entitled to fly at the field. We are still experiencing people flying at the field who are not members and not paying the "day-use fee" and at least one case last week that was not an AMA member.

Agate Float Fly report.

Larry Myers was not available to give a report, but it was generally expressed that the event went off very successfully. The cleanup party did an excellent job of making the general area look nice.

IMAC report.

Jeff Jarvis reported that the competition went off very smoothly with 24 entrants, including visitors from afar. Local pilots did extremely well, taking many of the awards. Jeff's wife played a tremendous supporting role.

Paul Chapman stated how proud he was of the outstanding condition and presentation of the field and appreciation for the people who had contributed the work to make it so.

Non Profit, I.R.S. Tax exemption status.

Larry Cogdell reported that he has completed the paperwork for the Non-profit, Tax Exemption status for the club. Now it is up to the IRS to approve. There was a round of applause thanking Larry for his work on this item.

Club Board Member liability.

Jay reported that this item has become more complicated and problematic than expected. There is more work to be done. The issue is ongoing.

## ***General Meeting Minutes (continued from page 4)***

### Big Bird Startup pad and the Taxiway.

Jay described the plan that Joe DeAscentis, the leader of the committee had presented to the Board. The old pad would be removed and replaced by two new concrete start up pads, each measuring 7' x 16' between the taxiway and Helicopter pad. There would be a chain link safety fence containing the new pads. The cost would be approximately \$500. This is the recommendation of the Board to the membership. After a short discussion, there was a motion moved, seconded and unanimously approved to go ahead with this project. Jay expressed his thanks on behalf of the club to Joe and the committee for their work on formulating this plan.

### Sam Arrigo Memorial Fly-in.

Danny Stanton reported that he had provided the collected donations to Patti Arrigo and she was very grateful. She was incredulous that so many had shown up in such cold weather to honor Sam.

## **New Business.**

### Field Maintenance.

The winter rains have caused some degradation to the field with subsidence and washing away of some areas of DG, so that we have potholes and dips where we really don't want them. Gary Neal has gone ahead and filled in many of these areas, but we now need a new delivery of DG and a working party to fix up the remaining areas this coming weekend. The Board has already approved the expenditure of \$300 to purchase the required DG. A heavy roller and fuel is needed to conduct the work. The expected cost for this is approx \$400. After a short discussion a motion was moved seconded and approved to go ahead with this field improvement project. Gary Neal and Joe DeAscentis are the prime movers for this project and are needing some volunteer help.

### New Test stand.

Jay reported that the Board had approved the \$45 dollar purchase of a new test stand for placement at the engine test station. The stand is one that Sam Arrigo has made for Bill Grove, so it is identical to the ones we already have. The money goes to Sam's widow. Jay stated that he will install some new ground stakes so that big birds can be run up and tested at the engine test stand.

### Pot Luck fly in May 27<sup>th</sup>.

At the Pot Luck fly in at Agate field we will be hosting the Flight Masters visitors. They have been outstanding hosts to R.E. members and it is our turn to reciprocate. The Board has approved the expenditure of \$200 to purchase foodstuffs for the event. Please still bring along Pot Luck provisions in order to make this an outstanding family event.

### Rogue Eagles decals.

Joe Kilbourne brought in some large R.E. decals. These cost \$45 for those interested in purchasing. Joe will bring in some smaller decals next month for our consideration.

### Food catering banner.

Debbie Starks brought up the topic and several members agreed, that visitors are often unaware that food is available at our events, and/or they are too intimidated to venture into the picnic table area to purchase food, perhaps believing that it is for pilots only. A large banner, posted clearly, to inform of the food availability could solve this problem. There was a discussion on this. Then Joe Kilbourne stated that he would make a banner and donate it to the club.

### Transporting Propane.

Gary Croucher stated that a volunteer was needed to fill up and transport the 5 gallon propane tanks that are used for the catering events. There was a discussion on this. Jay stated that it is really the responsibility of the C.D.'s to be involved in the organizing for this at the events they are managing.

### New pilot introduction.

Rich DeMartini has agreed to generate an orientation document with 10 to 12 key points drawn up for new members to be introduced to flying practices and rules for flying at our field.

### War Birds.

The event is coming up on May 19<sup>th</sup> and 20<sup>th</sup>. John Gaines, the CD stated that scale civilian planes could also fly at this event.

The meeting was formally adjourned at 8:16 p.m.

### Show and tell.

Phil Baehne demonstrated his A4 Skyhawk with working flaps and arresting gear for carrier landings. He also stated that he should have his Hughes Hercules (Spruce Goose) ready in time for the Selmac Float Fly in July.

Bill Inman showed the meeting his "Voodoo Medicine Man" leather flight jacket he had when he was in the U.S. Air force.

Jay Strickland showed the PREVAL spray can/bottle combination that is great for small spray-jobs. He has found them for as little as \$3.50 on the internet.

## ***Rogue Eagles 2012 Event Calendar***

<b>MO</b>	<b>DATE</b>	<b>ACTIVITY</b>	<b>LOCATION</b>	<b>CD</b>
<b>Jan</b>	1	Chili Dog Fun Fly	Agate Field	Larry Myers <b>(B4 7:30p)</b> 541-770-3390
	14	Polar Bear Fun Fly	Myrtle Creek Airport	Bruce Harlow 541-863-1920
<b>Mar</b>	9-10-11	Swap Meet	Yamhill County Fairgrounds, McMinnville	Larry Miller 503-472-4987
	24	Pylon Race #1	Agate Field	Ben Musolf 541-608-7240
	31	Swap Meet	Josephine County Fairgrounds, Grants Pass	Art Kelly 541-472-9683
<b>Apr</b>	14-15-16	Float Fly	Agate Lake <b>NOTE! 2.4 ONLY</b>	Larry Myers <b>(B4 7:30p)</b> 541-770-3390
	21	Pylon Race #2	Agate Field	Ben Musolf 541-608-7240
	28-29	IMAC Contest	Agate Field	John Gaines 541-951-1947
<b>May</b>	5	Swap Meet	Agate Field	Joe DeAscentis 541-890-2765
	19-20	Warbirds	Agate Field	John Gaines 541-951-1947
	24 thru 27	IMAA	Castle Air Base	Mike Brown 503-549-3005
	26	Pylon Race #3	Agate Field	Ben Musolf 541-608-7240
	27	Fun Fly & Pot Luck Keno Club Invited	Agate Field	Rick Lindsey 541-776-5832
<b>Jun</b>	1-2-3	Fun fly	Klamath Glen	Sam Ellis 707-954-8284
	1-2-3	La Pine Fun Fly	La Pine	Paul Lamb 541-536-2859
	15-16-17	Float Fly	Platt I	Dave Olson
	23	Pylon Race #4	Agate Field	Ben Musolf 541-608-7240
	24	Lee Renaud	Agate Field	Jay Strickland 541-855-7161
<b>Jul</b>	7-8	Float Fly	Lake Selmac	Art Kelly 541-472-9683
	6-8	Warbirds over the Pacific	Cottage Grove	Gus Phillips 541 643-9430
	13-14-15	IMAA Fun Fly	Agate Field	Cliff Sands 541-941-0503
	21	Pylon Race #5	Agate Field	Ben Musolf 541-608-7240
<b>Aug</b>	3-4-5	IMAA Fun Fly	Henry's Winery Sutherlin	Bruce Harlow 541-863-1920
	10-11-12	Dawn Patrol	Henry's Winery Sutherlin	Bruce Harlow 541-863-1920
	18-19	Air Show	Agate Field	Larry Myers <b>(B4 7:30p)</b> 541-770-3390
	25	Pylon Race #6	Agate Field	Ben Musolf 541-608-7240
	24-25-26	Fun Fly	Klamath Glen	Sam Ellis 707-954-8284
	31	VR/CS Fly-In	Agate Field	Richard Schwegerl 541-733-5479
<b>Sep</b>	1	VR/CS Fly-In	Agate Field	Richard Schwegerl 541-773-5479
	8	RVF Air Show	Grants Pass	Art Kelly 541-472-9683
	15	Flitemasters Fly In	Keno (Sportsmans Park)	Edward Huddleston
	22	Pylon Race #7	Agate Field	Ben Musolf 541-608-7240



**Boeing B-17G  
flying alongside  
Boeing B-52H**

## ***BOEING B-52H***

- **Prime Contactor** - Boeing Military Airplane Co.
- **Length** - 159'4"
- **Wingspan** - 185'
- **Height (top of tail)** - 40'8"
- **Height (top of fuselage)** - 17'6"
- **Tailspace** - 52'
- **Empty Weight** - about 185,000 pounds
- **Maximum Takeoff Weight** - 488,000 pounds (probably more)
- **Fuel Capacity** - 48,000 gallons
- **Ceiling** - 50,000'
- **Max Speed** - Mach 0.86, 650 miles per hour
- **Engines** - 8 Pratt & Whitney TF-33-P-3/103
- **Engine Thrust (each engine)** - 17,000 pounds
- **Range (unrefueled)** - 8,800 miles
- **Cost** - \$74,000,000.00
- **Inventory** - 76 (Active Duty 65, Reserve 11)
  - **Crew Positions** (6) - all in ejection seats
- Aircraft Commander
- Pilot
- Radar Navigator
- Navigator
- Electronic Warfare Officer (ECM)
- Former Gunner's Position

## **Club Officers and Staff**

### **President**

Jay Strickland 541 855 7161  
strickdog@q.com

### **Vice President**

Gary Neal 541-476-6159  
cruisin60s@charter.net

### **Secretary**

Alan Littlewood 541 362 3731  
alan\_littlewood@charter.net

### **Treasurer**

Werner Bruckner 541 664 2549  
wkbruck@charter.net

### **Board Members at Large**

Gary Croucher 541 664 1133  
No email

Larry Cogdell 541 840 1514  
planner4u@aol.com

Paul Chapman 541 878 3890  
chappk01@msn.com

### **Safety Coordinator**

Richard DeMartini 541 245 9858  
medrico@earthlink.net

### **Event Coordinator**

Rick Lindsey 541 776-5832  
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### **Newsletter Editor**

Ben Musolf 541 608 7240  
flight431@msn.com

### **Public Relations**

Larry Cogdell 541 840 1514  
planner4u@aol.com

### **Field Maintenance**

### **Webmaster**

Rick Lindsey 541 776 5832  
ricklindsey@charter.net

### **Flight Instructors**

Rick Lindsey 541 776 5832  
ricklindsey@charter.net

Richard Schwegerl 541 773 5479  
bbschweg@aol.com

Ben Musolf 541 608 7240  
Flight431@msn.com

Our Thanks and Appreciation  
to the following businesses:



Southern Oregon's Premiere Bicycle and Hobby Source

127 N. Central ave.  
Medford, OR 97501-5925

541-779-9935  
fax 541-772-0114  
www.alscycleandhobby.com

**MILD TO WILD** Visit Our Website  
mildtowildhh.com

**HOBBY HOUSE LLC** Grants Pass RC Source  
Hobby Supplies

**DENNIS ROGERS, Owner**

**HOURS:** Tuesday - Friday 9:00 - 6:00 • Saturday 10:00 - 5:00

309 N.W. E Street  
Grants Pass, OR 97526

541-471-8780  
rmildtowild@peoplepc.com

**NOTICE:**  
**Club Meeting Schedule**



The General Meeting and Board Meeting are now held on the **SECOND TUESDAY** of the month.

**Board Meeting: 5:30 pm**

**General Meeting: 7:00 pm**

Meetings are still held at the Central Point Senior Citizens Center, 123 North Second Street.

**See You There!**



**Rogue Eagles R/C Club**  
**P.O. Box 8332**  
**Medford, OR 97501**

«FIRST» «LAST»  
«ADDRESS»  
«CITY», «STATE» «ZIP»