

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)

*October 2011*

## **In this issue:**

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- Unbelievable B-17 mid-air!
- YAK 3 Up
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Cover aircraft is Richard Schwegerl's DC-3

**2012 Event Schedule Inside!**

***Terrorist Plot Foiled  
AMA Response***

## General Meeting Minutes— Oct 11, 2011

### Opening:

The meeting was formally opened for business at 7.07 p.m. at the Central Point Senior Center by the President, Jim Fowler. There were nineteen members present.

### Meeting Minutes:

The minutes of the September 13<sup>th</sup> General Meeting were read out by the Secretary. There were no comments or objections, so 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 \$7,395.76 and the Money Maker account stands at \$2,346.17, making a grand total of \$9,767.70.

There were no comments or objections, so a motion was moved seconded and approved to accept the Treasurers report as read.

## **Old Business.**

### Latrines.

It was reported that Sam Arrigo has picked up the Epoxy paint in order to paint the latrine floors. Sam and Gary Croucher will conduct the painting as soon as possible.

### BBO Cooker

It was reported that Gary Croucher has acquired the new BBQ cooker. He found a great deal purchasing a new unit for \$300 that was originally priced at \$556

Sam Arrigo and Gary will switch the wheels from the old to the new BBQ cooker as soon as possible.

### Runway Restoration

Larry Cogdell addressed the meeting and reported that all contributions, that is \$11,427, have been returned to the contributing members. On the second attempt to reach the \$20,000 to repave the existing surface we received \$3,390. Clearly this prohibits any possibility of a resurfacing the runway any time soon.

The \$3,390 will be returned to the contributors. Werner will be contacting the donors re. these contributions in the near future.

## **New Business.**

### Raffle plane.

Ron McElliott who works at Al's Hobbies took the floor and addressed the meeting. Al's has acquired the Aerobatic model, complete with engine radio etc. and has donated it to the club for use as the raffle plane at the 2012 Air Show. A round of applause was given in appreciation for this generous gift.

Ron also mentioned that he has access to a new airfield that is dedicated to sailplanes and electric sailplanes. Anyone who would like to participate in this mode of flight should contact Ron.

### Runway Restoration

There was a general discussion about the topic and what should be done going forward..

It was agreed that the dedicated bank account for the runway should remain in existence for the designated purpose.

Currently there is \$4,749 in the account that was raised by means other than member contributions. The funds in this account will continue to be built up over time as often as possible by whatever means and opportunities present themselves.

A motion was moved seconded and approved that the runway fund will remain intact and dedicated to the purpose of maintenance and improvement of the runway as required and as funds allow.

### 2012 Event schedule

Rick Lindsey talked about the events for 2012. The new event schedule was completed earlier today in the Board meeting and the schedule will be available on the web site imminently. There was a discussion about the Pattern competition that was scheduled for 3 days in 2012.

In 2010 there were 4 competitors and in 2011 there were less than 9. It was stated and agreed that this event has not lived up to expectations and should not tie up the field for a three-day weekend. A proposal was made to cancel this event entirely. A vote was taken and there were 3 against and 8 in favor. By a majority vote, the event is cancelled.

Larry Myers will be the CD for the Air Show but he needs significant support to handle this important event. Those willing to help are requested to contact Larry.

### 2011 Xmas party.

Now is the time to make plans. A proposal was made from the floor to hold the party at J.J. North's in Grants Pass. There were no other suggestions offered, so J.J. North's it is. Jim Fowler offered to contact them to set things up. Friday December 2<sup>nd</sup> is the date for the party.

### Show and Tell.

Gary Croucher showed a model of a 1935 high wing F.F. model that he has built and converted to electric power. It is beautifully built and covered.

Larry Cogdell showed his HABU electric ducted fan jet that he has repainted, apparently with great pain and has lighting, including afterburner LED's that are throttle actuated. Outside he gave a demonstration of the power and lighting in this model.

The meeting adjourned at 8:10 p.m.



## AMA and Aeromodelers Outraged



M U N C I E - The Academy of Model Aeronautics is shocked and outraged by the actions of a 26-year-old Massachusetts man arrested this week on federal charges for his intent to use an RC model airplane reconfig-

ured as a UAV, similar to a military drone, for an explosive-laden attack on the U.S. Capitol and Pentagon. The suspect is not an AMA member nor has he been confirmed as being a model aviation enthusiast.

“When an otherwise safe and wholesome hobby becomes the focal point in a planned terrorist attack, we are as outraged as all citizens,” said AMA Interim President Mark Smith. “Like all Americans, we appreciate the professionalism of the FBI in this case. The AMA’s 143,000 aeromodelers throughout the country pledge to keep a vigilant eye in their communities on any suspicious activity involving RC aircraft.”

To read the FBI’s affidavit on the case, go [here](#). To read the media release from the Department of Justice, go [here](#).

Rezwan Ferdaus, a U.S. citizen from Ashland MA, and a physics graduate from Northeastern University, was arrested after lengthy monitoring and a sting operation by the FBI this week. Ferdaus had acquired three RC jets, an F-86 Sabre and two F-4 Phantoms, plus explosives and cell phones wired like IEDs. He kept them in a storage facility to work on. It isn’t known at this time if Ferdaus was able to fly the airplanes or if he had assistance. The public, according to the bureau, was never in danger.

Though Ferdaus’ plan was to convert a commercially available model aircraft into a GPS-guided unmanned aerial vehicle, there is a strong distinction between a hobbyist’s model aircraft and UAVs designed for commercial or military use. “Modelers everywhere are outraged by the literal hijacking of model aircraft for such a nefarious purpose,” said Rich Hanson, AMA’s Government Relations and Regulatory Affairs representative and former Vietnam helicopter pilot. “Our 143,000 members follow a strict safety code, always fly within sight, and remain clear of frangible property or people. When we hear this sort of item and activity labeled as a ‘model’ we are concerned that our recreational and educational hobby is being misrepresented.”

To date, the FBI has not released photos of the actual RC airplanes, only photos such as below of models that are “similar.” “The public will see these photos and think ‘model’ when it is the internal configuration, capabilities, and use of the plane that defines it,” continued Hanson..

This subversive plot has also been condemned by the National Aeronautic Association. “The Academy of Model Aeronautics and its 143,000 members are the embodiment of education, professionalism, hobby pursuit, and friendly competition in the United States,” said Jonathan Gaffney, president and CEO. “While this individual has never been associated with the AMA or modeling, we have the utmost confidence in AMA to work with the authorities in any way possible to assist in this investigation.”

## LIKELY CAUSE OF RENO CRASH

The P-51, the plane Jimmy Leeward crashed September 16th, was designed in the early 1940s as a long-range bomber escort and ground-strike aircraft that could cruise for more than a thousand miles at 360 mph. But for air racing, the planes are heavily modified to maintain speeds near 500 mph. At these speeds, the tail generates enormous downward pressure, and as a result, the nose wants to rise. Keeping the nose down would require constant physical exertion by the pilot. So, like any pilot in this situation, Jimmy Leeward would have engaged a flap on the back of one of the plane’s elevators (the horizontal moving surface on the tail). Called the “elevator trim tab,” this piece, in effect, reduces the elevator’s angle of attack and thereby reduces the downward pressure.

To steady the P-51 at full racing speed, the trim tab has to deploy outward nearly as far as it can. Pushed out into the high-speed airstream, it’s vulnerable to rapid vibration called flutter. The back-and-forth flexing can quickly cause severe metal fatigue; think of bending a paper clip back and forth until it breaks. Leeward’s plane, the Galloping Ghost, had already completed several laps and was heading for the home pylon in a steep left turn when, the NTSB report says, “witnesses reported and photographic evidence indicates that a piece of the airframe separated.” This is the trim tab falling off.

Without it, the Galloping Ghost suddenly lurches into a severe climb. Leeward would have experienced acceleration of at least 10 g’s—enough to knock him unconscious. Back in 1998, a similar accident struck another P-51 at Reno, Voodoo Chile, during an Unlimited race in 1998. Pilot Bob Hannah blacked out during the 10 g ascent. By the time he came to, his plane had climbed to 9000 feet.

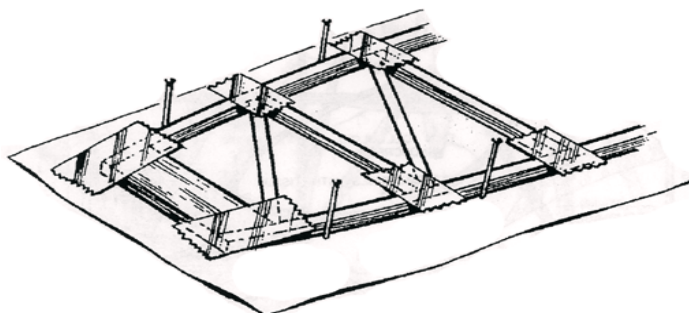
Andy Chiavetta, who worked with the pit crew of another Unlimited racer, says that according to telemetry broadcast from the Galloping Ghost to Leeward’s team, the g load was far higher than that. “From what I understand he hit 22.5 g’s, which no pilot can take,” Chiavetta says. At that point, the crushing force pulls a pilot down so far that he or she isn’t even visible in the canopy in pictures taken from the ground.

With the plane out of control and the engine still delivering full power, the Galloping Ghost rolls over and dives toward the ground at near maximum speed. The accident happens in the worst possible part of the entire 8-mile course—just before the spectator stand, leaving the aircraft on a collision course with the event’s 7500 spectators.

However, a couple of lucky breaks kept the death toll from reaching higher. First, the plane hit the edge of the crowd rather than the center. And the impact happened so fast that the fuel didn’t catch fire, which avoided a deadly conflagration. Above all, the plane remained intact, despite the severe g loads.

By Jeff Wise— *contributing editor for Popular Mechanics* .

## Tips & Tricks



The usual technique of building two identical sides by building one above the other usually results in the sides requiring careful separation with a razor blade. This can be eliminated by placing pieces of Scotch Magic Mending Tape over each glue joint, thus preventing the second side from adhering to the first.

—Ken Simpson, Cedarburg, Wisconsin

## Trick to using Robart pin hinges

I was installing Robart pin hinges on my T-34 Mentor. I can never get both sides perfect ... no matter how carefully I measure, so I came up with a neat trick to make them perfect.

On the stabilizer (in this case three hinges on each side) I mark out where I want the holes, then I clipped off 1/4 inch of T-Pintip and, using pliers, push the short pin into the stabilizer where I marked. I left about 1/8 inch or less sticking out (either endworks, but I pushed the pointed end into the stabilizer).

Next I made sure the elevator was perfectly aligned with the stabilizer then pressed the two together. The pins left a mark on the elevator (or rudder) where to drill the holes. I guess you could use the same method with CA hinges.

—Dave Raczka, Brauer's Aviators, Pendleton, New York



**HOBBYKING - \$39.79!**

Includes: TX, 2.4 Module, 9 ch RX (needs battery)

## Joe DeAscentis 2011 Club Pylon Champ!

Today, September 24th, was the seventh and final Club Pylon Race of the 2011 season.



A big "Thank You" to all who attended, and a very special "Thank You" to Chef Jay Strickland for doing the cooking and giving us a great BBQ today... and, thanks to Jay's wife who put it all together!

Thanks to the pilots for a great season of racing and some exciting flying thrills. Real head to head racing!

Another special thanks goes out to all of those who unselfishly gave their time to help judge throughout the season; without them there would have been no Pylon Races for everyone to enjoy.

Congratulations to Joe DeAscentis for a great season of consistent flying. He is the 2011 champ!

— Rich DeMartini

## Race for the Trophy

### Final Cumulative Score and Ranking

#1	Joe DeAscentis	101
#2	Ben Musolf	86
#3	Rick Lindsey	81
#4	Jay Strickland	57
#5	Doug McKee	52
#6	Calvin Emigh	48
#7	Dave Bartholomew	37
#8	Cliff Sands	29
#9	Larry Myers	25
#10	Martin Guillen	17
#11	John Gains	13

## Unbelievable B-17 collision

Contributed by: Cliff Sands

The term "Greatest Generation" doesn't mean just people but can be equally applied to some of the finest aircraft designs of all time; the C-47 transport, P-47 Thunderbolt and P-38 Lightning, both superb fighters! And of course the B-24 Liberator, the F4U Corsair (the Navy's greatest carrier fighter), the P-51 Mustang (arguably the finest fighter aircraft of its time) and finally the B-17 who's crews said would bring them home in almost any condition and here's one of those conditions! Tough Bird.

A mid-air collision on February 1, 1943 between a B-17 and a German fighter over the Tunis dock area became the subject of one of the most famous photographs of World War II... An enemy fighter attacking a 97th Bomb Group formation went out of control, probably with a wounded pilot then continued its crashing descent into the rear of the fuselage of a Fortress named All American, piloted by Lt. Kendrick R. Bragg, of the 414th Bomb Squadron.

When it struck, the fighter broke apart, but left some pieces in the B-17. The left horizontal stabilizer of the Fortress and left elevator were completely torn away. The two right engines were out and one on the left had a serious oil pump leak. The vertical fin and the rudder had been damaged, the fuselage had been cut almost completely through connected only at two small parts of the frame and the radios, electrical and oxygen systems were damaged. There was also a hole in the top that was over 16 feet long and 4 feet wide at its widest and the split in the fuselage went all the way to the top gunner's turret.

Although the tail actually bounced and swayed in the wind and twisted when the plane turned and all the control cables were severed, except one single elevator cable still worked, and the aircraft still flew-miraculously! The tail gunner was trapped because there was no floor connecting the tail to the rest of the plane. The waist and tail gunners used parts of the German fighter and their own parachute harnesses in an attempt to keep the tail from ripping off and the two sides of the fuselage from splitting apart.

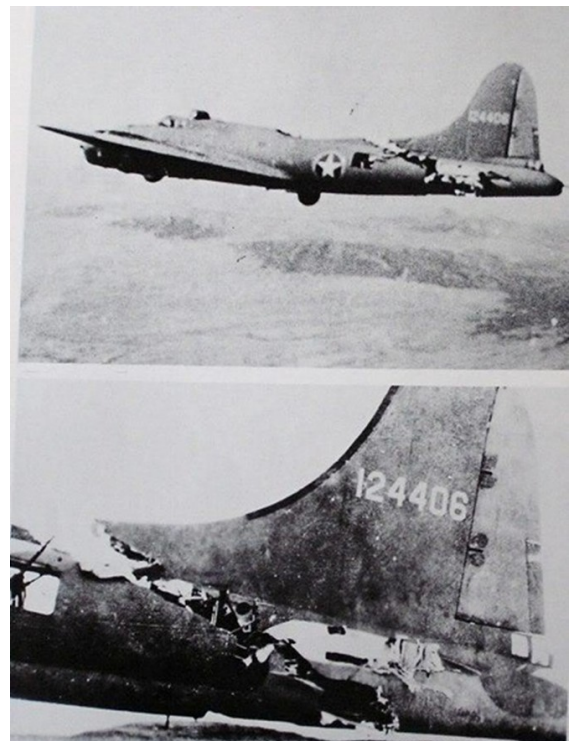
While the crew was trying to keep the bomber from coming apart, the pilot continued on his bomb run and released his bombs over the target.

When the bomb bay doors were opened, the wind turbulence was so great that it blew one of the waist gunners into the broken tail section. It took several minutes and four crew members to pass him ropes from parachutes and haul him back into the forward part of the plane. When they tried to do the same for the tail gunner, the tail began flapping so hard that it began to break off. The weight of the gunner was adding some stability to the tail section, so he went back to his position.

The turn back toward England had to be very slow to keep the tail from twisting off. They actually covered almost 70 miles to make the turn home. The bomber was so badly damaged that it was losing altitude and speed and was soon alone in the sky. For a brief time, two more Me109 German fighters attacked the All American. Despite the extensive damage, all of the machine gunners were able to respond to these attacks and soon drove off the fighters. The two waist gunners stood up with their heads sticking out through the hole in the top of the fuselage to aim and fire their machine guns. The tail gunner had to shoot in short bursts because the recoil was actually causing the plane to turn.

Allied P51 fighters intercepted the All American as it crossed over the Channel and took one of the pictures shown. They also radioed to the base describing the empennage was waving like a fish tail and that the plane would not make it and to send out boats to rescue the crew when they bailed out. The fighters stayed with the Fortress taking hand signals from Lt. Bragg and relaying them to the base. Lt. Bragg signaled that 5 parachutes and the spare had been "used" so five of the crew could not bail out. He made the decision that if they could not bail out safely, then he would stay with the plane and land it.

Two and a half hours after being hit, the aircraft made its final turn to line up with the runway while it was still over 40 miles away. It descended into an emergency landing and a normal roll-out on its landing gear. When the ambulance pulled alongside, it was waved off because not a single member of the crew had been injured. No one could believe that the aircraft could still fly in such a condition. The Fortress sat placidly until the crew all exited through the door in the fuselage and the tail gunner had climbed down a ladder, at which time the entire rear section of the aircraft collapsed onto the ground. The rugged old bird had done its job.



## ***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
	8-9-10	La Pine Fun Fly	La Pine	Jim Young 541-536-8523
	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
	7-9	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	Yard Ranch (could change)	Bruce Harlow 541-863-1920
	10-11-12	Dawn Patrol	Yard Ranch (could change)	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
<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
	22	Pylon Race #7	Agate Field	Ben Musolf 541-608-7240



## Aircraft of the Month

### Yakovlev YAK 3— A Great Soviet Interceptor



The Yak 3 was a highly maneuverable, low-altitude fighter-interceptor. All German pilots were taught to fear the Yakovlev 3 because it could outturn, out-climb and out-accelerate both the Messerschmitt Bf 109 and Focke-Wulf 190s at the low altitudes at which it tended to operate.

The Yak 3 was a deadly weapon when skilled hands held the stick. In one engagement on July 14, 1944, eight Yak 3s squared off against 60 German aircraft. Without sustaining a loss the Yak 3 formation brought down three Ju 88s and four Me 109s.

4,848 Yak 3s were built. The plane served until 1946.

*Article from: world-war-2-planes.com*



<b>Power Plant</b>	1 x 1,300-horsepower VK 105PF liquid cooled in-line engine
<b>Max speed:</b>	(407 mph)
<b>Ceiling:</b>	(35,105 ft.)
<b>Range:</b>	(559 mi.)
<b>Weight (empty):</b>	(4,641 lb.)
<b>Weight (loaded):</b>	(5,864 lb.)
<b>Wingspan:</b>	(30 ft. 2 in)
<b>Length:</b>	(27 ft. 10 in)
<b>Height:</b>	(7 ft. 11 in)
<b>Armament:</b>	2 x 7.62mm machine guns; 2 x 30mm cannons; 1,321 pounds of bombs or rockets
<b>Service</b>	1944 - 1946

## Club Officers and Staff

### President

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2fowlers@charter.net

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Ben Musolf 541 608 7240  
Flight431@msn.com

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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»  
«STREET»  
«CITY», «STATE» «ZIP»