

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)

JUNE 2012

*John Gaine's Grumman Lynx Project*

## **What's Inside:**

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# ALL THUMBS- FROM THE PREZ'S CHAIR

My name is Jay Strickland and I approve this message



May was a busy month as the flying season got into full gear. There was an IMAC contest (end of April), Swap meet, a thoroughly enjoyable warbird weekend and the always exciting monthly club pylon racing. If you haven't attended or participated in any of these Agate Skyways field events, you are definitely missing out on some really fun flying/socializing opportunities! I would personally like to thank; Jeff Jarvis, Joe Deascentis, John Gaines, Ben Musolf and of course Rich Demartini for organizing and running these great events. I would be remiss if I didn't also thank Paul and Debbie Starks for their tireless efforts in the Eagles Nest (Chow Hall), keeping us all fat and happy!

All Rogue Eagles club members and users of Agate Skyways should be aware that our flying field is part of the County Parks system and that all Park regulations apply. Even when there are special provisions (in our case, model aircraft operation), to allow additional use, we are considered a park area as part of the Jackson County Sports Park Plan.

What this means is that Park rules such as; **No discharge of firearms**, Pets on leash, Alcohol etc. all apply at Agate Skyways. I had assumed that since the land was leased to the Rogue Eagles that it was considered differently- it is not. We must all abide by these rules especially if we wish to continue our harmonious relationship with the Parks Dept.

Perhaps most importantly in my opinion is how we portray aero-modeling and RC modelers to the public. Whether we like it or not and whether it's fair or not, we are all spokesmen and front persons for our club and our hobby. What one aero-modeler does, good or bad, we all to some degree, share the effects of. Our Grandfathers and fathers pioneered, cultivated and left us with our fabulous pastime. It is our solemn duty and responsibility to nurture, care for and leave an even better hobby for our sons and grandsons to enjoy. That my friends is our Rogue Eagles RC club and modeling legacy.

Remember: "I had no shoes and I complained  
Until I met a man with no feet!"

That is all for now, Grandog out.



# 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.

### 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. (Continued on page 4)

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. (Continued on page 4)

**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.

Gas and Propane for field use..

Gary Croucher stated that a volunteer was needed to keep filled the 5 gallon gas cans for the generator and tractor, plus the 30 pound propane cylinders filled for the catering needs.

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 a \$3.50 on the internet.

# 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.

### 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.



# 15' Cargo Trailer

I've got for sale my LIKE NEW, (less than a year old) 15ft, single axle cargo trailer set up for RC. (largest single axle you can get) I have almost \$4000 invested.

This is a LIKE NEW, 2011 CargoMate box trailer. approx. 15' x 6' x 6'6" with Many, MANY EXTRAS!!

## Includes:

- AC/DC electric power throughout! 1000Watt Converter hooked to 2 of the largest deep cycle, 12volt batteries I could find.
- Portable Solar trickle charger keeps them going for up to 2 weeks continuous use.
- 2 outlets in box outside the trailer and over 6 places to plug in inside including for a computer
- PLUS a KOBALT workbench with 3 drawers, storage about the pegboard and another light at the workbench
- PLUS 2 overhead lamps on the ceiling.
- PLUS one very bright spot light outside the back doors with it's own switch!
- PLUS Fully Carpeted! PLUS "D" Rings throughout for tie-downs!! PLUS full size spare tire mounted on the outside.
- PLUS walk-in door on right side. NOTHING you can't do with this trailer. I'm in need of something different.

YOU won't find one as nice as this for the price!!

**First \$3500. takes it!! Call my cell, 541.951.5807**



## When Epoxy Doesn't Harden Properly

*The Rockland County Radio Control Club, White Plains NY*



**Epoxy is one** of the best modeling materials available. It's used as an adhesive for wetting out fiberglass cloth, as a filler, and as a finishing material. It can be thinned or thickened for a variety of purposes. Even though it is useful, epoxy can be a pain when it doesn't harden properly.

There are two important issues when dealing with epoxy, proportioning and mixing. Of these two, mixing is the most critical. Mis-proportioning the hardener to the epoxy generally leads to slow hardening, but lack of proper mixing can lead to permanently sticky epoxy.

One hundred quick, hard strokes are recommended when mixing any amount of epoxy. Count them to make sure that your mixing is adequate. Always mix your epoxy before putting in any additives. Both thinning and thickening agents can keep epoxy from mixing properly. Give the epoxy 100 strokes first and then put in the additive.

**Thinning:** Epoxy can be thinned using acetone or denatured alcohol. Either of these can be added to make it more watery. A mix of up to 50% doesn't seem to have any effect on the final strength of the epoxy. Thinning the epoxy will slow down the curing time and make it wet out fiberglass and carbon fiber better. Thinned epoxy also can be wiped onto balsa or obechi as a finish.

**Thickening:** Epoxy can be thickened by adding almost any inert, fine-grained solid from sand to cotton fiber. Modelers usually use micro balloons for thickening epoxy because they are readily available and add little weight. Thickened epoxy can be used to make fillets or to fill gaps.

**Five minutes, 15 minutes, 30 minutes, more?** Epoxy comes in formulations for different curing times. The times listed on the packages are strictly nominal and generally refer to curing time. Five-minute epoxy does not give you five minutes of working time. At best, you will get 20 seconds of working time in which to place five-minute epoxy before it starts to "hit." Thirty-minute epoxy gives you around one to three minutes before it starts to hit. These times will vary with temperature, mix proportions, and proper mixing, but they are good reference points. In general, five-minute epoxy is only for spot gluing. It is great for small, quick jobs, but not for involved tasks. A general rule of thumb is the working time for epoxy (after 100 strokes of mixing) is about 10% of the time listed on the package. Keep in mind that epoxy mixed and left in the cup will hit faster than epoxy that is spread out immediately.



### **ARE YOU USING THE FREQUENCY BOARD? - IT'S NOT AN OPTION!**

When you fly at Agate Field, you are required to obtain a frequency pin from the frequency board **AND** attach your current AMA or Club card in its place. (This applies to both 72 Mhz and 2.4 Ghz flyers). If your AMA or membership card is not on the board or is not current, **YOU DON'T FLY!**

If you see someone flying without a frequency pin or if they don't have their AMA card displayed on the board, then it is every members responsibility to remind them of the rules.

**Non-members** MUST display their AMA card and pay the \$5.00 use fee or they **DO NOT FLY**. Sadly, few if any, actually pay that fee and that's not only **DISHONEST** that's being a **FREELoader!**

It's unfair to the dues paying members, who pay for the upkeep, lease and insurance to fly at Agate field and then have others abuse the privilege by freeloading. If you can't play by the rules, play somewhere else! **NUFF SAID.**

## Field Safety: Flight Box Fire

by Jim Coleman, Anoka County Radio Control Club, Coon Rapids MN

**BE SAFE!**



During a flying session at a British Model Flying Association-affiliated club site, the pilot and his helper noticed a flash of arcing inside the flight box. The starter was immediately disconnected and the 12-volt battery removed. After this it was noticed that the bottom of the plastic flight box was bubbling, the cause of which was not immediately apparent.

After 15 seconds or so, the pilot and his helper tried to remove the flight box from the pit area and, as the pilot's helper bent over to pick it up, the flight box exploded in his face, throwing him some 30 feet and causing burns to his face and scalp, which required specialist hospital treatment.

The explosion was caused by the ignition of half a gallon of methanol-based fuel that was stored inside the plastic flight box together with the 12-volt battery and associated circuitry.

Unfortunately the flight box was so badly damaged that inspection did not reveal the detailed cause of the ignition. However, it is probable that an electrical fault ignited spilled fuel, fuel vapor, or probably both causing the plastic flight box to melt and the fuel container to ignite. Unfortunately, methanol burns with a very pale blue flame that is barely discernible in daylight resulting in the pilot and helper being unaware of the seriousness of the situation.

Fortuitously, there was a source of water nearby that was used to cool the burns while awaiting medical assistance.

Fuel fires of this nature are extremely rare, but to protect against a reoccurrence we advise the following:

- Fuel containers are stored externally on flight boxes away from potential sources of ignition such as electrical equipment, lighters, and matches.
- If you do store your fuel within the flight box, it should be within a separate compartment within the flight box. Drain holes should be incorporated to disperse spilled fuel and the compartment should be well ventilated to disperse fuel vapor. The design of the box should prevent fuel from migrating to other compartments within the flight box in the event of a spill.
- Mop up any spillage immediately and dispose of the mopping up materials in a safe place.
- Do not smoke in the vicinity of fuel.
- If you have, or suspect you might have, a fire, warn your colleagues and clear the area immediately. Remember, methanol fires are not obvious in daylight so stay well back if in doubt.
- If the fire is small, attempt to extinguish it by using an approved extinguisher for fuel fires (foam or powder). If there is any danger of a large fire, i.e. the fuel container itself, do not attempt to extinguish the fire under any circumstances. Always exercise extreme caution and if in any doubt, stay well back and contact emergency services for assistance.
- Do not attempt to move any burning material.

Be sure you know the first aid treatment for burns and where the nearest water supply is. The first few minutes in the treatment of burns is critical if the injuries are to be minimized. The quicker the burn is cooled, the less the damage to the underlying skin tissues. Burns can cause severe shock that will require treatment.

Remember to avoid putting your fuel container into an enclosed space and never adjacent to potential sources of ignition. Should you have a fire, do not take any risks; your equipment is replaceable but you are not.

*Compiled with advice from the Leicestershire Fire and Rescue Service.*

## ***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



## Aeronca 7AC

Introduced in 1945, the 7AC was the first version of the design and used the Continental A-65-8 engine of 65 horsepower. It featured a conventional landing gear configuration, with shock absorption in the main gear provided by oleo struts, 7200 built.

Like the Piper Cub with which it competed, the Champ features tandem seating. While the J-3 model of the Cub is soloed from the rear seat, the Champ can be soloed from the front, giving improved forward visibility on the ground and during takeoffs, landings, and climbs. The Champ has a wider cabin than the Cub and offers better visibility.

Built by Aeronca Aircraft Corporation, the Champ first flew in 1944, having been designed in tandem with the 11AC Chief—the Champ with tandem seating and joystick controls, and the Chief with side-by-side seating and yoke controls. The intention was to simplify production and control costs by building a pair of aircraft with a significant number of parts in common; in fact, the two designs share between 70% and 80% of their parts. The tail surfaces, wings, landing gear, and firewall forward—engine, most accessories, and cowling, are common to both airplanes.

Selling for \$2,095, the Champ outsold the Chief by an 8 to 1 margin. Engine upgrades in 1948 and 1949 resulted in the Models 7DC and 7EC. Between 1945 and 1950, Aeronca was producing 50 light aircraft per day and by the time production ended in 1951, the company had sold more than 10,000 Champions. Aeronca ceased all production of light aircraft in 1951, and the Champ design was sold in 1954 to Champion Aircraft.

**Length:** 21 ft 6 in  
**Wingspan:** 35 ft 2 in  
**Height:** 7 ft  
**Wing area:** 170 ft<sup>2</sup>  
**Empty weight:** 740 lb  
**Max. takeoff weight:** 1,220 lb  
**Powerplant:** Continental A65-8 piston engine, 65 hp

**Performance**  
**Never exceed speed:** 129 mph  
**Maximum speed:** 100 mph  
**Cruise speed:** 85 mph  
**Stall speed:** 38 mph  
**Range:** 460 miles  
**Service ceiling:** 12,400 ft  
**Rate of climb:** 370 ft/min

## Club Officers and Staff

### President

Jay Strickland 541 855 7161  
 strickdog@q.com

### Vice President

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 cruisin60s@charter.net

### Secretary

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### Treasurer

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 wkbruck@charter.net

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 No email

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 planner4u@aol.com

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### Webmaster

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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»