



The Rogue Eagle

Rogue Eagles R/C Club

AMA Chapter 534

December 2008

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Tentative Contest and Event Dates

Agate lake Float-Fly—17, 18, 19 April;

IMAC—01&02 May;

BBQ Fun-Fly with Keno Club (our field)--30 May

Warbirds—06 & 07 June;

Fun-Fly at Keno—27 June;

IMAA—17, 18 & 19 July;

Kids'Day (?);

Wal-Mart Day(?)—15 August;

Air Show—21, 22 & 23 August;

Swap Meet—26 September.



Merry Christmas

New Officers for 2009

New officers for 2009 are as follows:

President—Bill Grove
 Vice President—Gary Croucher
 Secretary—Alan Littlewood
 Treasurer—Werner Bruckner

We thank the outgoing officers for their service and hard work and welcome the new with our whole hearted support and congratulations!

Christmas Party!

The annual Christmas party will be held at J.J.North's in Grants Pass on December 6th at 5:00 pm. There will be door prizes and drawings including a scrumptious dinner and 4 annual trophy awards:

- Modeler of the Year
- Most Improved
- Member of the Year
- Broken Prop
- A special award TBA

It is suggested that everyone be there by 4:30pm.

DIRECTIONS:

From Medford, I5 north, take Exit 55 West (GP Parkway) continue 1/4 mile to BEACON, turn RIGHT at BEACON (JJ North is next to Blockbuster Video)

Address: 1150 NE "E" Street.
Phone: 471-6008

On Eagles Wings



I sadly report the passing of one of our members, Charlie Dupree, of Grants Pass. Charlie often

flew a Sig Kadet with Ed Martin, Jim Fowler and Gary Neil. He was a great guy, always willing to help if needed. His wife Judy would occasionally accompany him to the field and he really enjoyed the association of those who flew with him. Our thoughts and prayers go out to Judy and his family.

Foggy Flight School

The flight conditions at our field on the morning of November 19th was 0/0 and COLD, however, about 20 brave kids, teachers and parents from the Cascade school, assembled to attend a flight school put together by Rick Lindsey, Chris Chavez and Ben Musolf. An informal ground school was held and we presented them with a Telemaster 40 for a school project. Rick and Chris provided the instruction. We look forward to seeing their project at the field this spring!

MINUTES OF 25 NOVEMBER 2008

OPENING:

The meeting was opened by president John Gaines at the Central Point Senior Center at 7:02pm.

MEMBERS PRESENT:

President— John Gaines Secretary— Dale Case
Treasurer— Werner Bruckner
At-Lge Bill Grove
At-Lge Gary Neal
Phil Baehne
Danny Stanton
Sam Arrigo
John James
Joe DeAscentis
Alan Littlewood
Calvin Emigh
Jeff Jarvis
Len Barker

MINUTES:

The minutes of the previous meeting were approved as read.

REPORTS:

Bill Grove—Papers for our boat registration with the State marine Board are ready to send. The AMA requested an accounting of all our fund raising events and for which organizations; the info has been sent but an amendment to them will be submitted.

John James—The website is going smoothly including a button on the front page to access the newsletters of the previous 12 months. The next year contest and event dates will also be available.

Bob Knudson—Responded to a question about our new neighbors and he said they have started a 6' cedar fence.

Jeff Jarvis—Perhaps he and one board member need to negotiate with our neighbors. A copy of the noise waiver should probably be obtained. Joe DeAscentis will try to get a copy from the county.

Gary Neal—Said he has received a Cassini ARF kit called F3A Viper as a door prized for our Christmas Party.

Calvin Emigh—In order to start the grant writing and donation process to lengthen our overrun areas, needs all the particulars about the size and materials to be used along with a history of the field.

Phil Baehne—Gave us a glowing report of his son Luke's condition and activities. He is apparently progressing very rapidly and astounds all the professional health care people. He will be getting psychological therapy for a period of time.

ANNOUNCEMENTS:

The annual Christmas party will be at the Grants Pass J.J.North's on the 06 December at 5:00pm. Door prizes and drawings along with a meal and the 4 annual trophy awards: Modeler of the Year, Most Improved, Member of the Year, the Broken Prop, and a special award are some of the reasons to attend. It was suggested that attendees be there by 4:30pm.

Flowers were sent to Jay Dupree as her husband, Charles, has passed away.

OLD BUSINESS:

It was agreed that there will be 4 men's and 4 women's \$25 gift certificates door prizes for the Christmas party.

Two of the Men's from Al's Hobbies and 2 from Mild to Wild. The women's gift certificates will be from a store in the Mall.

NEW BUSINESS:

A committee will be formed to investigate and solicit bids for our runway extension(s). Any one interested?

Most of the contest and event dates were set:

- Agate lake Float-Fly—17, 18, 19 April;
- IMAC—01&02 May;
- BBQ Fun-Fly with Keno Club (our field)--30 May (*)
- Warbirds—06 & 07 June;
- Fun-Fly at Keno—27 June;
- IMAA—17, 18 & 19 July;
- Kids'Day (?);
- Wal-Mart Day(?)—15 August;
- Air Show—21, 22 &23 August;
- Swap Meet—26 September.

(*) tentative

ADJOURNMENT:

8:09pm

President
John Gaines

Secretary
Dale Casey



Aeronautics taught at Crater High School Calvin Emigh

Crater High School has a group of 7 students led by Frank Berstrand who are really getting into the mechanics and theory of flight. Thanks to our own Calvin Emigh the group has a flight simulator to practice flying their helis with at lunch time! Thanks Calvin for such a great con-



tribution to our cause and to the cause at Crater! Group photo of part of the class. Maybe we will see them as future members of the Rogue Eagles!



Student holding one of the helis flown.

Several in the group hope to fly full scale helis or airplanes one day soon and I can't think of a better way than to start with the hobby of R/C modeling.

From the Sacramento Valley Soaring Society, Novato, California

Soldering: It's All About Heat and Clean by Tom Ball

When I was teaching school back in the 1950s, I got a summer job with the company that installed the first dial telephone system in Elk Grove. Eventually I moved on to other jobs as the work progressed, but initially what I did was solder each wire from a 200-pair cable to terminal blocks eight hours a day. By the end of the summer I had a pretty good idea how to attach two items together with molten metal while avoiding the dreaded "cold joint."

I just finished doing all the wiring for a new 1/5-size Cub that I am converting to electric power. While I had all the gear out, I also changed the terminals on three batteries that I bought at the last swap meet. This seemed like a good time to write an article I had suggested some time ago.

Before I get to the preparation of the actual materials to be soldered, let me talk for a minute about irons, solder itself, and tools. My standby is an older model Weller 8200 rated at 100 watts. I love this gun because it is ready to go as soon as the trigger is pulled and I can lay it back down on the bench without wondering an hour later if I turned it off. For really heavy work, like joining 1/8-inch piano wire for landing gear, I have a conventional 100-watt iron made by a company called Drake. My third iron is a small Ungar, which does not show wattage, but it has a very fine tip and is good for jobs like re-attaching a broken wire to a speed controller.

For solder I used a good quality resin core 60/40. The last numbers refer to the proportions of lead in the mixture to tin. The flux I happen to have on hand at the moment is Otaey No. 5 solder paste. On hand means it has probably been around five or six years. With paste, a little goes a long way.

Many of the tools I use, like needle-nose pliers and small files, are just normal bench tools. A more specialized tool I almost always use is called a "third hand." It consists of a base supporting frame with two opposing alligator clips, which can be twisted and moved to almost any position.

By gripping the two parts to be soldered and holding them firmly together through the entire process, it helps eliminate burnt fingers and failed joints because of movement before the solder has completely cooled. The last two tools that always come out when I set up a job are a simple wire stripper and a small bronze brush which I use to clean off the tips of the irons when they start looking a little dull.

For a perfect solder joint, both surfaces must be clean enough and hot enough that the solder will melt and flow evenly on both items. Any dirt, rust, corrosion, or other foreign matter on either surface will prevent the solder from sticking to the dirty area and will cause a weak or imperfect joint.

This is less of a problem when dealing with new components and fresh wire than when doing repairs or reusing old components. Sandpaper, files, a Dremel tool, and the wire brush I mentioned earlier can all be used to get a bright and shiny surface. When doing repairs, I cut back enough fresh wire if the wire is long enough to allow it. One way to guarantee that you are dealing with two clean surfaces is to apply a light coating of paste and solder to each surface before you make the actual joint. This is sometimes called tinning and will show up any places that are not willing to take solder.

Once both surfaces are tinned, they must be held together in some immovable way through the entire process, from the application of heat to the final cooling when the solder itself turns from bright to dull. If you are going to do this without some type of jig, be sure to use pliers. There is no way you can hold something with your fingers close enough to the joint to be effective without burning yourself. For larger jobs, I use everything from small vises to C clamps.

The actual soldering is generally over within seconds. The trick is to position the iron so that both surfaces are heated to the point where solder melts and flows.

For small jobs such as soldering wires onto plugs or terminals, you can generally get enough solder on the tip of the iron before applying it to the area. If more solder is needed, for example when building a heavy-duty landing gear, push the end of the

solder right into the heated area but don't overdo it. Excessive solder buildup does not make for a stronger joint. Also, keeping an iron in an area until wire insulation and other components are melted does not make for a better job.

One last point to watch out for is the so-called cold joint. A true bond will be made only when both surfaces become hot enough to solder. Be sure that the tip of the iron comes in contact with both surfaces long enough for this to occur. Cold joints will often look fine and may even hold for while, but they have a nasty habit of failing on final approach.



A Couple of Building Hints

Messy Iron

How many times have you used the household iron and been jumped on for leaving sticky stuff on it? Have you used iron-on film and had the color pigment stick to the iron and bleed to another section leaving streaks and marks on the second color (red on white, for instance)?

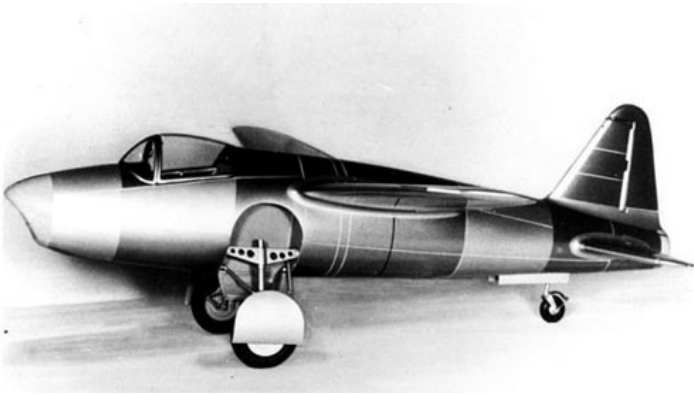
Solution: Heat the iron, put some salt on any sheet of paper and rub the iron over the salt. PRESTO! Iron face back in pristine condition.
—From the *Tingalpa Transmitter in Australia*

Drilling Holes in Balsa

When drilling a hole in balsa, the wood has a tendency to splinter out and make a nasty mess where the drill bit exits. Drip a few drops of thin Hot Stuff around the exit area of the drill bit and let it cure. You can now drill a hole and the wood will hold together much better. It may still splinter out some, but not nearly as much. This method also works great when drilling wing hold-down holes on built-up wings.

—From the *Windy Flyer newsletter, Downers Grove, Illinois*

November's Name that Plane:



When did the first jet airplane fly?

The first jet airplane took off in 1939 in Germany at the start of World War II (1939–45). The Germans copied the model that had been designed by British inventor Frank Whittle (1907–1996) in 1937. Whittle's company, Powerjets Limited, built the engines for Britain's first jet planes in 1941; they became the standard model for all U.S. jets.

Hans Von Ohain joined Ernst Heinkel in 1936 and continued with the development of his concepts of jet propulsion. A successful bench test of one of his engines was accomplished in September 1937. A small aircraft was designed and constructed by Ernst Heinkel to serve as a test bed for the new type of propulsion system - the Heinkel He178. The Heinkel He178 flew for the first time on August 27, 1939. The pilot on this historic first flight of a jet-powered airplane was Flight Captain Erich Warsitz.

Heinkel He 178

DESIGNATION: He 178
 MANUFACTURER: Heinkel
 POWERPLANT: 1x Heinkel HeS 3b centrifugal-flow turbojet engine developing up to 1,102 lbs thrust
 WINGSPAN: 23 feet, 3 ½ inches
 LENGTH: 24 feet, 6 ½ inches
 WEIGHT: 3,505lbs (empty); 4,387lbs (max takeoff weight)
 MAX SPEED: 360 mph
 RANGE: Unknown
 ARMAMENT: None – jet engine research only (flying testbed)
 CREW: 1
 MODELS: Only one He 178 was ever produced.

January's Name that Plane:



Rogue Eagles R/C Club

2008 OFFICERS AND BOARD MEMBERS



Elective

President*—John Gaines.....582-3252
 Email: johng97525@msn.com

Vice Pres*—Gary Croucher.....664-1133
 Email: gmcestreetrod@msn.net

Secretary*—Dale Casey.....773-1425
 Email: dlcas14@charter.net

Treasurer*—Werner Bruckner.....664-2549
 Email: wkbruck@charter.net

Board Members-At-Large:

Gary Neal*.....476-6159
 Email: cruisin60s@aol.com

Guy Laine*.....301-5018
 Email: thejanco@aol.com

Bill Grove*.....660-6581
 Email: floyd955@charter.net

Appointive:

Safety Coordinator—John Parks890-5610
 Email: parks2263@hotmail.com

Events Coordinator*—Bill Inman.....601-5952
 Email: bill39@clearwire.net

Newsletter Editor*—Ben Musolf.....608-7240
 Email: flight431@msn.com

Public Relations*— Calvin Emigh.....
 Email: calvinemigh@charter.net

Webmaster — John James.....826-4119
 Email: jake74@embarqmail.com

Instructors — Richard Schwegerl.....773-5479
 Bill Grove.....955-0634
 Gary Lindsey.....

(* = Voting Board Members)

Next Club Meeting: December 2008

Our Thanks and Appreciation to the following businesses:

ALCYCLE AND HOBBY
Southern Oregon's Premiere Bicycle and Hobby Source

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

541-779-9935
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www.alsycleandhobby.com

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

541-471-8780
rmildtowild@peoplepc.com

What to do with an old radial engine!



Rogue Eagles R/C Club
P.O. Box 8332
Medford, OR 97504

«First» «Last»

«Street/Apt»

«City», «State» «Zip»