

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 2011**

***New Runway Project - Check details inside!***



**In This Issue:**

- Meeting Minutes
- Perfect Cover Job
- Plane of the Month
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- Runway Project

**War Birds**  
**May 14-15**  
**Agate Skyways**

## Agate Float Fly



Although the weather was not as we would have liked, we still had a great time with many great models and fliers. I particularly enjoyed the North Star Races!

**The Warbirds will fly on May 14 and 15, be sure to catch this great event at Agate Skyways.**

See you there!

## Minutes for General Meeting - April 12th

### Opening:

The meeting was formally opened for business at 7.01 p.m. at the Central Point Senior Center by the President, Joe DeAscentis. There were twenty-six members and two visitors present.

### Meeting Minutes:

The minutes of the March 8<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:

Joe announced that Ruthie Beck is no longer Treasurer and has left the club. With the position being open, Werner Bruckner has volunteered and has been appointed by Joe to become Treasurer once again.

Werner stated that the Share account stands at \$25.77. The Checking Account is \$9,024.94 and the Money Maker account stands at \$2,343.40, making a grand total of \$11,394.11.

### Old Business.

#### Board Meetings.

The proposed change to the Byelaws regarding the Board meeting was read by the Secretary as follows:

“Article V - MEETINGS Section 2

The meeting of the Board of Directors, time and place, shall be determined by the sitting Board of Directors. Time and place shall be listed in the monthly newsletter. There shall be no meeting in December. All board meetings shall be open to all club members”.

There was one question from the floor, which Joe answered satisfactorily. With no further comments or objections from the floor, a motion was moved seconded and approved to change the Byelaws document.

#### Club “check writing”.

Joe stated that he revisited the Credit Union and clarified what it was possible and not possible to do regarding the club check writing policy. He volunteered that his initial understanding had been mistaken. Next week, probably, he, the Secretary and the Treasurer will visit the Credit Union to arrange the official signatories for writing club checks. The Treasurer will be able to write checks up to and including \$300-00. More than that amount will require two signatures.

#### Charitable contributions.

This topic was briefly touched upon again and it was stated, as final policy that 20% of the net profit from the Rogue Eagles air-show each year will be donated to the Children’s Miracle Network.

#### Safety issue.

Sam Arrigo stated that the electrical box used for the generator has been repaired. A male plug had been used instead of a female socket; so bare prongs were exposed to the touch so that someone could have been electrocuted.

## GENERAL MEETING (continued)

### Agate Float Fly.

Bill Grove will be present at the Lake so that Thursday and Friday he will enforce the 2.4 GHz. Requirement for pilots at the lake. Larry Myers will do the honors on Saturday and Sunday. Sam Arrigo requested volunteers to join him on Thursday morning to help clean up and prepare the site to make it presentable.

### Lake Selmac Float Fly.

Joe mentioned again that there were several members who had raised their hands to volunteer to help with the setup, running and dismantling of the infrastructure of the float fly in July. Joe asked that these volunteers contact Art directly and to work with him to determine dates, times what where and when to provide the support. Joe can provide Art's phone number to those who might need it. No one has yet contacted Art.

### Runway Restoration.

Larry Cogdell spoke to the meeting on behalf of the committee, stating the ideas and proposals that have been generated by the committee to restore the Runway.

The plan is to raise \$35,000 by September 13<sup>th</sup> 2011 This is to resurface the existing asphalt with a new layer of asphalt and to add a 150' extension at east end of the runway. If sufficient funds are not available by September the 26<sup>th</sup> the moneys contributed by members or other parties, will be re-funded.

A separate bank account will be established to hold the funds for the runway restoration. Authorized check signatories for this account will be the President, Joe DeAscentis, the Treasurer, Werner Bruckner and the Secretary, Alan Littlewood.

A motion was moved, seconded and approved to allocate \$2,500 from the club treasury to the new bank account to provide "seed money" to kick off the program.

The committee presently has the full six members: Paul Chapman, Larry Cogdell, Rick Lindsey, Bill Grove, Calvin Emigh and Dale Bush.

The committee would like another person to volunteer to manage the funds in conjunction with Werner Bruckner.

### Guy Laine.

Guy is about to have surgery, so a "best wishes" card was circulated for all members to sign.

With no new business, the meeting moved on to "show and tell".

Bruce Tharpe, (the elder), (he does not like being called Senior) gave a talk and presented his collection of model engines.

Richard Schwegerl described and showed one of the original Byron Mustangs that he acquired from a retired modeler. He also had an electric model for sale.

## FAA NEWS - APRIL 2

### House approves (H.R. 658)

No April Fools...

Yesterday, 4/1, the House voted 223-196 to approve the FAA Reauthorization and Reform Act (H.R. 658). The bill would reauthorize the FAA's operations and programs for four years, at an overall funding level of \$59.7 billion. The House bill essentially rolls back FAA spending authorization to 2008 levels. The House bill does not include an amendment mirroring the one included in S. 223 which exempts modeling activity conducted in accordance with a community-based set of guidelines from regulation.

At this point both the House and Senate versions of the FAA Re-Authorization legislation will move to Conference Committee to reconcile the differences between the two bills. In conference committee the Senate amendment could be adopted into the final bill in its current form, it could be modified in a compromise between the House and Senate, or it could be deleted from the bill altogether. We are cautiously optimistic the Senate amendment will survive the debate and will be included in the bill when it's sent to the Executive Branch for signature.

-Rich Hanson, AMA Government Relations and Regulatory Affairs Representative

## FAA NEWS - MAY 3

### Congress Reconvenes to Complete the FAA Re-Authorization Act

After a two week spring break, Congress reconvenes this week and will take up the work of completing the FAA Re-Authorization Act. Both the Senate Bill (S. 223) and the House Bill (H.R. 658) have passed their respective houses and have been sent to Conference Committee for reconciliation. The Senate has officially called for a conference on the legislation and has named its conferees. The House is expected to respond to the request this week. The AMA remains hopeful that the model aviation exemption provided in the Senate version of the bill will be accepted and moved into the final bill.

The AMA Standards Workgroup will hold a special face-to-face meeting with representatives from FAA's Unmanned Aircraft Program Office next week during the Joe Nall Fly-In in Woodruff SC. The workgroup will meet for two days and will continue its work on developing a set of model aviation standards to be used as an alternative means of complying with the proposed sUAS regulation. The workgroup will attend AMA membership meeting to be held Thursday evening, May 12, at the Triple Tree Aerodrome, and as part of the meeting, the FAA representatives will provide an update on the sUAS rulemaking process and the model aviation standards development. If you plan to attend Joe Nall or if you're in the area, please come and join us.

-Rich Hanson, AMA Government Relations and Regulatory Affairs Representative

## RC AIRPLANE TIPS: Getting that great looking finish!

by John Adams

A beautiful, professional quality finish adds that all-important final touch to your model. It's what gets those extra stares at the field ... and makes you proud of a job well done.

Some expert builders would have you believe covering is an art that takes years of experience to develop, but the truth is that you can achieve it with some basic know-how and patience. Understanding the materials you're working with is vitally important, and surprisingly, this is where many modelers make the biggest mistakes.

Each brand of covering has unique properties. So if you learn using one type of covering and then try using those techniques with a different brand, it often leads to marginal results. I've been using UltraCote exclusively for the last 15 years. UltraCote offers several unique properties that are advantageous over other film coverings, making it easier for me to achieve and maintain a professional finish.

### Multitemperature, Maximum Control

UltraCote is unique in that different things happen at different temperatures. This allows for precise control during covering. Covering with UltraCote becomes many times easier—with vastly improved results—when you understand what specific temperatures do to UltraCote, and when to use those temperatures.

### 220°F: Application

The adhesive is activated at just more than 220°. At the recommended application temperature of 220°, the adhesive reaches its full bonding strength. No shrinkage of the film occurs, so no distortion of the film takes place. Use the 220° application temperature when applying covering and when applying UltraCote trim pieces over UltraCote. Remember, if your iron is set at 220°, no shrinkage or distortion will occur, so there is no risk of distorting seams, trim lines, or trim pieces and full bonding strength occurs.

Watch out for ... don't press! Heat liquefies the adhesive, not pressure. Let the heat do the work and avoid gouges. It's natural to want to apply pressure, but it doesn't affect the bonding strength. If you're using a sock (highly recommended), it will be necessary to go more slowly over a given area, as it takes longer for the heat to penetrate the material. Some modelers turn up the heat to 240° when using a sock, but I prefer to stick with the 220° temperature and go at a slightly slower pace. This creates fewer air bubbles.

### 300°F: Shrink Onset

At 300°, UltraCote will begin to shrink. Use this temperature after the covering is applied to tighten it, remove wrinkles, and remove imperfections. It's amazing how many wrinkles can be removed at this temperature, and it's important to start removing imperfections at this minimum shrink 300° setting.

UltraCote features a unique property that allows for a controlled shrink rate based on the selected temperature. While it begins to shrink at 300°, at 320° UltraCote shrinks 18% of its total shrink rate. It's important to use the minimum temperature necessary to achieve a smooth, wrinkle-free finish.

Most modelers don't realize that to further shrink most brands of film covering, it must be heated above its previously exposed peak temperature. In other words, if a covering was already exposed to 320°, it will be necessary to go above 320° to further shrink the covering. Use the lowest temperature possible to achieve a smooth wrinkle-free finish at the starts and you'll have the largest available shrink rate remaining should you later need to shrink the film.

Watch out for ... stay away from seam lines and edges! Remember, 300° is well above the adhesive activation temperature, and seams will pull away. If you have some stubborn wrinkles close to the seam line, try this trick. Soak a washcloth in cold water, then fold it twice and place it on the seam line, covering the seam but exposing the wrinkles. With your iron at 330°, quickly apply it to the wrinkled area for about 5-10 seconds. The washcloth will keep the seam cool, and prevent it from pulling apart and distorting.

### 350°F: Maximum Shrink

At 350°, the maximum shrink is achieved. You won't use this setting very often, but it's important to know the total shrink temperature range. That's because the amount of shrink rate you'll have left is based on the temperature you use to shrink the covering.

For example, if you're shrinking your film using 320°, you'll find that 82% of the total remaining shrink is left. That's good! That means that, if in the future you need to re-shrink the covering, it won't be a problem. But a word of caution: use the high temperatures only as a last resort to shrink wrinkles and imperfections. In most cases, if you need to use this much heat, you'd be better off to just replace the covering with a new piece. Watch out for ... stay away from seams and edges. The higher temperature can cause bubbling and blistering.

### Removing UltraCote

You may come to a point when you'll need to remove or replace a piece of UltraCote.

In many cases, the covering will simply pull away, but if you're having a tough time, use your heat gun. Lift a corner of the covering and then pull away while directing heat in the area to be removed. I just recovered a two-year-old Reebok CAP 232 using this heat gun technique and it looks as good as new.

### Bubbles and Blemishes

When your airplane sits out on a hot sunny day, you may notice that the covering bubbles and wrinkles. This is common with all brands of film covering, no matter what the manufacturers claim. But getting rid of those wrinkles is easy. You'll need a heat gun, a covering mitt, a wet washcloth, and a fine straight pin.

(continued on page 5)

Heat the affected area and notice how the air underneath the cover expands, making bubbles. As you continue to apply heat, moving in a 6-inch circle, it will release the adhesive bond. At first, several smaller bubbles will appear, but as you continue to work the area, the bubbles will join to form one large bubble. Now pop the bubble with the pin, and immediately wipe the area with a covering mitt to reattach the covering. It may take several attempts, and you'll get better after you do it a couple of times.

It's important not to stay in one place for very long with the heat gun, especially if you're working with a balsa-covered foam part as warping and damage could occur. If the affected area is close to the seam, use the wet washcloth trick to prevent the seams from distorting and pulling apart.

### Preventing Heat Blemishes

Heat blemishes occur when the elevated temperature causes the trapped air in the wood to expand. With nowhere to go, the expanded air causes a bubble to form in the covering and stretches the film. When the air cools, the stretched covering remains. You'll notice this happens especially with dark colors like black or dark blue, and that this never happens on the bottom of the wing, but only the top where the sun heats the surface.

The solution? While several methods have been tried—like completely painting the wood structure with thinned white glue to prevent the air from reaching the surface—we know of only one method of preventing this from happening: don't leave your airplane in the sun! Seriously, get a cover or a tent or find some shade. Also, choosing light colors will prevent the intense heat buildup. Last summer during our hottest days, I measured the covering temperature on a dark blue airplane that had been sitting in the sun at 163°. If you keep them from getting hot, there is no problem, but, for those times when they do, practice the re-shrinking techniques mentioned, and it will only take a few minutes to bring back that pristine finish. †

## Tips & Tricks

### 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 ¼ inch of T-Pin tip and, using pliers, push the short pin into the stabilizer where I marked. I left about 1/8 inch or less sticking out (either end works, 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, Pendelton, New York

# The Runway Project

The membership has voted to repave the existing runway and add 150 feet to the east for a grand total of 550 feet! Obviously such an enterprise will require a lot of money. A runway committee has been created and given the task of raising \$35,000 to repave and extend our 30 year old landing strip. The members of the Runway Committee are: Larry Cogdell, Paul Chapman, Dale Bush, Bill Grove, Calvin Emigh and Rick Lindsey.

The money will come from many different sources, but chief among them will be donations from individuals who either belong to the club or who are interested in model aviation and want to help. Everyone is encouraged to give what they can with the understanding that either we raise the \$35,000 by September 13th or every donation will be fully refunded. Essentially, ***you get your new runway or you get your money back!*** The money that is donated can only be used for the runway and no other purpose. The money will be kept in an account that is separate from the normal account the club uses.

**There will be a kickoff party at the next club meeting on May 10th. There will be refreshments served, a free raffle of a neat item, and the introduction of what we are calling a "Sudden Death" auction. The plan is to have desirable items (perhaps an airplane) that some kind member has donated that will be auctioned off with NO MINIMUM with proceeds going to the runway! It is conceivable a lucky bidder will leave with a very nice deal. We already have some great items that you will have to come to the meeting to see.**

If you are unable to attend the May 10th meeting and want to donate to a slick new runway, you may give your check or money to any member of the runway committee.

It is supremely important to keep your receipt and to give your email address as you will be notified of the progress towards the \$35,000 goal.

Help us get the "Spirit of Medford" off of the ground! Come to the May 10th meeting and join the fun!

Runway Committee

## Rogue Eagles 2011 Event Calendar

Month	Date	Activity	Location	Contact
<b>MARCH</b>	12	Swap Meet	Yamhill Cty Fairgrounds McMinnville, OR	Larry Miller 503 472 4987
	26	Club Pylon Race	Agate Field	Ben Musolf 541 608 7240
	26	Swap Meet	Grants Pass County Fairgrounds	Art Kelly 541 472 9683
<b>APRIL</b>	15-16-17	Float Fly <b>2.4 GHZ ONLY</b>	Agate Lake	Larry Myers 541 770 3390
	23	Pylon Race	Agate Field	Ben Musolf 541 608 7240
	30—May 1	IMAC Contest	Agate Field	Jeff Jarvis 541 773 5807
<b>MAY</b>	7	Swap Meet	Agate Field	Joe DeAscentis 541 890 2765
	14-15	War Birds	Agate Field	John Gaines 541 951 1947
	21	Pylon Race	Agate Field	Ben Musolf 541 608 7240
	25-30	IMAA	Castle Air Base	Mike Brown 503 549 3005
	28	Fun Fly-Pot Luck Lunch Keno Flitemasters Inv.	Agate Field	Rick Lindsey 541 776 5832
<b>JUNE</b>	3-4-5	Fun Fly	Klamath Glen	Sam Ellis 707 954 8284
	4	NSRCA F3A Primer FIELD REMAINS OPEN	Agate Field	Rex Leshner 541 554 2569
	10-11-12	NSRCA F3A Contest	Agate Field	Same as above
	18-19	Extreme Free Style Fun Fly	Agate Field	Jeff Jarvis 541 773 5807
	17-18-19	Float Fly	Plat I	Dave Olsen
	26	BBQ Fun Fly—Keno Rogue Eagles Invited	Keno, OR	Edward Huddleston
<b>JULY</b>	9-10	Float Fly	Lake Selmac	Art Kelly 541 472 9683
	9-10	War Birds over the Pacific	Cottage Grove, OR	Gus Phillips 541 643 9430
	15-16-17	IMAA Fun Fly	Agate Field	Cliff Sands 541 941 0503
	23	Pylon Race	Agate Field	Ben Musolf 541 608 7240
<b>AUGUST</b>	5-6-7	IMAA Fun Fly	Elkton	Bruce Harlow
	13-14	Rogue Valley Flyers Air Show	Grants Pass	Art Kelly 541 472 9683
	12-13-14	Dawn Patrol	Henry Estate Winery Umpqua, OR	Bruce Harlow 541 863 1920
	19-20-21	Fun Fly	Klamath Glen	Sam Ellis 707 954 8284
	20-21	Rogue Eagles Air Show	Agate Field	John Parks 541 776 0733 Larry Myers <b>Before 7:30pm</b> 541 770 3390
	27	Pylon Race	Agate Field	Ben Musolf 541 608 7240
<b>SEPTEMBER</b>	3-4	VRCS Vintage Fly In	Agate Field	Richard Schwegerl 541 773 5479
	10	Fun Fly Pot Luck	Agate Field	Rick Lindsey 541 776 5832
	24	Pylon Race	Agate Field	Ben Musolf 541 608 7240



## WACO UPF-7

The first Waco UPF-7 was rolled out of the Waco factory at Troy, Ohio in June of 1937. The UPF-7 was designed as a pilot trainer, both for primary student training and advanced training phases, including aerobatics. 600 UPF-7s were manufactured between 1937 and late 1942. Most were delivered to civilian flight schools participating in the Government's Civilian Pilot Training Program (CPTP) to train thousands of civilian pilots as a backlog in case of war. The U.S. Army Air Corps acquired 14 UPF-7s, which were designated YPT-14. The CAA (Civilian Aeronautics Authority-predecessor to the FAA) ordered 31 UPF-7s; these were assigned to government inspectors to monitor civilian aviation operations.

Out of the original 600 UPF-7s built, there are approximately 80 in airworthy condition today. Compared to many other popular biplanes of this era, including the venerable Stearman of which there were nearly 10,000 built, the UPF-7 is relatively rare and quite valuable to collectors due to the fewer number built and left today with their original wartime history.

### Specifications:

Length: 23'6"  
 Wingspan Top: 30' Wingspan Bottom: 26'10"  
 Wing Chord (both): 4'9"  
 Wing Area: 243.6 square feet  
 Engine: Continental W670-6A 220 hp  
 Fuel Capacity: 50 gallons  
 Fuel Consumption: 12-15 gph

### Performance:

Top Speed: 130 mph  
 Cruise Speed: 115 mph  
 Stall Speed: 55 mph  
 Range 250 miles

## Club Officers and Staff

### President

Joe DeAscentis 541 890 2765  
 joe\_jan541@charter.net

### Vice President

Jim Fowler 541 476 9927  
 2fowlers@charter.net

### Secretary (interim)

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

### Treasurer (interim)

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

Werner Bruckner 541 664 2549  
 wkbruck@charter.net

### Event Coordinator

Rick Lindsey 541 776-5832  
 ricklindsey@charter.net

### Newsletter Editor

Ben Musolf 541 608 7240  
 flight431@msn.com

### Public Relations

Calvin Emigh 541 951 5055  
 calvinemigh@charter.net

### Field Maintenance

Sam Arrigo 541 597 4573  
 rcsam@oigp.net

### 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

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 Great Photos!  
 WWW. ROGUE-EAGLES.ORG**

Our Thanks and Appreciation to the following businesses:

# Upcoming Events



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

541-471-8780  
rmildtowild@peoplepc.com

Bend Aero Modelers (BAM), will host a **Fun Scale Fly-In** on Saturday, **May 21<sup>st</sup>**, at their flying field located east of Bend, Oregon

**Location:** Popp's Field at Horse Ridge, milepost 17

**Times:**

- Registration starts at 9:00 a.m.
- Event hours are from 10:00 am - 3:00 pm
- Prize Drawing is at 2:00 pm

**Landing Fee:** \$10.00

**Highlights:**

- Prizes for top 3 pilots (People's Choice)
- To win, pilots can enter up to 3 planes and must fly entered planes (successful takeoff, short flight program and landing.)
- Food will be provided for registered pilots

Event open to all pilots in good standing with AMA.

**www.bamrc.com**

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

«FIRST» «LAST»  
«ADDRESS»  
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