

March 2014

# ROGUE EAGLE

Official Newsletter of the Rogue Eagles R/C Club - Medford, OR - AMA 534



photo by Big Bob Knudsen R.I.P.

The Flying Doghouse was a surprising survivor of the 2013 Rogue Eagles Airshow, and should fly again in 2014. It's not too early to start thinking about the 2014 show. The best crowd pleasers seem to be the novelty acts like Snoopy, the Lawnmower, etc... We could always use more!

## ALL THUMBS - FROM THE PREZ'S CHAIR

My name is Jay Strickland and I approve this message



It looks like Spring flying season is peeking around the corner. The weather seems to be getting warmer and the much needed rain is arriving. Now is the time to get into the workshop and finish that winter project or just get your flying fleet tuned up for the season. Please double check the batteries that have perhaps been sitting idle in your aircraft for a few months. A new battery pack is relatively cheap insurance to avoid an unnecessary disaster!

We lost a very good friend and great Rogue Eagle this past month, Big Bob Knudsen passed after a tough fight with his illness. This month's newsletter is dedicated to Big Bob's memory and we will surely miss him. The Executive Board will present a plan to the membership at the March general meeting for a permanent memorial at Agate Skyways to honor Bob and other fallen Eagles.

Big Bob was bigger than life, both figuratively and literally. In the twenty five odd years I knew Bob, I can't remember him ever raising his voice in anger. I think this was a good thing as I'm sure if he had wanted to, Big Bob could have done some real damage! He was one of the first members of the Rogue Eagles that I remember meeting when I moved here in 88. At that time it was my opinion (and I'm pretty sure I'm right!), that here was the best pilot in the club. Big Bob was generally flying a large red pattern ship and it was pretty obvious he knew exactly what he was doing. He flew very precise and smooth aerobatic maneuvers and appeared to just thoroughly enjoy flying. It was also very apparent that Big Bob was an accomplished builder as his aircraft were always nicely finished and more importantly the mechanical parts were solidly engineered and executed.

Many years ago, the club had an annual contest that was called "The Lee Renaud". This contest was set up to give less-skilled pilots some one-on-one instruction from a better flying pilot. Unofficially though, this was the club's "Top Gun" competition as everyone flew ten basic aerobatic maneuvers that were judged and then everyone was ranked. I don't remember anyone ever beating Big Bob and when I arrived at those contests and he was there, I knew we would all just be competing for second place! Big Bob's best friend and wife, Linda Sue, must now go on and she is in our prayers but I'm sure she takes great comfort in the memories of their long and wonderful life together. Here's to you Big Bob, until we meet again. I will miss your friendship and flying company. That is all for now,

Grandog out.



### *Welcome to the Rogue Eagles!*

We have two new members this month...

**William Rapp** from Ashland  
**Steven Walker** from Central Point

### **A Follow-up on the Monokote Sock Article in the February Newsletter**

**by Rich DeMartini**

*"Here's a lazy mans solution which I use. I buy a package of small baby socks, 6prs \$5.95 and use a nylon wire tie to hold the sock on the iron, put a cut in the top of the sock for the heat switch, you get 12 socks for \$5.95. And away you go.*

*"You are correct the new generation of socks you buy from hobby suppliers, their quality has gone down the drain."*



## Minutes of the Board Meeting for February 27, 2014

### Opening:

The President, Jay Strickland, formally opened the meeting for business at 7:09 p.m. at the Central Point Senior Center. There were eight members present.

### Old Business.

#### Runway replacement.

Jay left a message for Steve Lambert at the County office to set a tentative date for their workers to start work on the runway on the week beginning Monday April 14<sup>th</sup>. Actual timing will be dependent on the weather, which needs to be dry. After the existing asphalt has been ground up and leveled, the pavers will come in to lay the new asphalt. The exact dimensions of the runway will depend on the funds available.

#### Brett Jensen.

Rick Lindsey and Jack Shaffer went along to Al's hobby shop and made a formal presentation of Brett's Lifetime Membership Plaque, with an audience of customers present in the shop.

#### Toilet cleaning.

Firm identification has not yet been made for someone to clean the toilets. There was some discussion on this with new ideas floated. The search is still ongoing.

### New Business.

#### Cub Scouts.

Sean Taylor the Cub Scout leader contacted Jay requesting permission to hold another Rocket Launch event at the field, as they did last year. A discussion was held regarding an appropriate date. A vote was held and the date of April 19<sup>th</sup> was unanimously approved for the event to be held for the boys at Agate Field.

#### Passed members.

There was a discussion on the possible memorial stone for Bob Knudsen. Larry Cogdell has spoken with Linda Sue, Bobs widow and she is willing to provide funds for the memorial. Jay has had a quote for a Laser Etched River Rock, about 12 inches in diameter.

The Board agreed that it would be nice to place the memorials, all of the same approximate dimensions, at the base of the flagpole. The memorial stones for any deceased members would be "sponsored" and financing would not come from the club treasury, but from outside sources, such as donations etc.

#### R/C Flight Deck.

Jay received an email regarding publication of the club events on the web site, R/C Flight Deck.

There was a discussion on the authenticity of this site, but it seems to be genuine and possibly a good resource for the hobby and listings of flying events all around the country. Most likely Rick Lindsey will investigate and take the next steps to post our events on this site.

The meeting was officially adjourned at 8:25 p.m.



## Eagle Eye...

### Observations from Around the Club

A few weeks ago when our humble valley was being drenched with water from

above, a handful of our favorite club members were soaking in the rays in far-away states. And they do not look one bit guilty about it!

First up is **Dave Bartholomew** and **John Gaines** in Yuma, Arizona. They did a little float flying at Mitty Lake on the Colorado River. Looks like a great spot!



Then there's our former NL editor, **Ben Musolf** on a beach in Florida. Hope he paid attention to the sign.



Thanks for keeping in touch, guys...

# **Big Bob Knudsen** will be Remembered...

From the Mail Tribune:

*Robert Allen Knudsen, 69, passed away February 2, 2014 after a long illness. He was born January 25, 1945 to Mary Donna and Melvin Knudsen in Santa Monica, Calif. He graduated from Hawthorne High School in Southern California (1962), where he played sports and was a member of the varsity football team.*

*After graduation he briefly worked for McCulloch Chain Saw and APCOA parking at the Los Angeles Airport. Shortly after, he became a brick mason and also worked construction in California for many years. In 1972 he married Linda Sue Kenney and was married for 41 years. In 1976 he and his wife moved to Southern Oregon where he was a Framing Contractor until his retirement from construction. The last home he built was the one he resided in for the last 15 years. In his later years he drove a wheelchair van for Valley Lift through Yellow Cab.*

*Bob loved to spend time on the Rogue River and also enjoyed photography. He entered many photographs in the Jackson County Fair and won a number of First and Second place ribbons. His greatest passion was flying large scale airplanes with the Rogue Eagles RC Club with his many friends. He loved flying for fun, but competing in IMAC competition was the best. When he wasn't flying he also loved riding his Harley-Davidson on sunny days.*



Some thoughts and memories from club members...

*I just wanted to say that I'll forever be grateful to Big Bob for taking me under his wing and teaching me how to fly in IMAC competition. I never had so much fun in my life thanks to Big Bob. I used to time my trips to the field just so I could be there when Big Bob was there. Man, I'm gonna really miss him not being out at the field.*

**Mick Valenty**

*I had just finished flying my vintage Dirty Birdy painted with a vivid Green on White starburst pattern when Bob walked up and made this comment. Understand I was expecting some comment about the flight characteristics or maybe a "Nice Job, you managed to land it on the wheels" but what he said was "Why that airplane with all of that green all over it doesn't spontaneously burst into flames is a mystery to me". Bob really and truly did not like green airplanes. He did say that with a smile.*

**Rick Lindsey**

*I remember bringing a turbine-powered model to a meeting once for show and tell. There were lots of questions about the fuel, how it starts, that kind of stuff. Big Bob wanted to know how much thrust it had and how much the model weighed. Thinking like a jet guy, I launched into an answer about thrust ratios and how it didn't have to be 1:1 for great speed and performance. It didn't occur to me until later that Big Bob probably just wanted to know if it would hover.*

**Bruce Tharpe**

*We are sad to hear about the passing of Big Bob and our thoughts are with Linda Sue and the rest of the family during this difficult time. May he rest in peace.*

**Dave Bartholomew**

**Why Big Bob**

**Hated**

**Green Airplanes**

as told by **Richard Schwegerl**

*So Bob makes this big trip back east to pick up his new pride-and-joy, a Byron P-51 Mustang. But during the time he was getting it prepped to fly, he managed to wipe out three or four of his favorite big gassers. Crash after crash after crash, Bob finally concluded that the only thing they had in common was that they all featured the color green somewhere in the finish. Well, in Bob's mind, the color green was just like radio interference, flutter, or bird strikes when it came wrecking airplanes. As far as he was concerned, any model with the color green on it was doomed to an untimely, spectacular, heart-wrenching end.*

*Problem was, his new Mustang was olive drab. He ended up selling it before it ever flew.*



# A Visit to BRUCE THARPE ENGINEERING (BTE)

by Jack Shaffer

OK Eagles, I'm sure all of you, at one time or another in your young lives, have taken a field trip. Who hasn't taken a trip to a fish hatchery, sawmill, logging operation, pear packing house or the dreaded library? Back in my youthful days in Pennsylvania, my field trips were to steel mills, coal mines, Heinz pickle factory, Hershey chocolate factory, a sugar maple farm and yes, the dreaded library. Here I go drifting again. Let's get back to my field trip and what it has to do with the Eagles. This field trip has everything to do with Bruce Tharpe Engineering, our newsletter editor Bruce, and my Venture 60 kit.

I talked my fellow railroading buddy, Jim, into going along on this trip. Jim is a fine modeler. While in the Navy, he served on the USS Philip (DD498), a Fletcher class destroyer. Jim built a model of this destroyer and it is now in the Eagle Point Museum. Like all good trips, you should start with a full stomach. We had breakfast at Punky's Diner. The food is great and we had plenty, just in case we got to BTE and Bruce put us to work.



The trip to BTE takes you through the town of Rogue River. We stopped to take some photos of the mural on the side of a building as you enter town. Jim and I both enjoy train stuff and this mural was super. What catches your eye is how they managed to make the exhaust fan for the restaurant be a part of the front boiler plate.

We found BTE in the heart of the small community of Wimer, known for its covered bridge. Bruce greeted us and invited us into his shop. Bruce had the wood stove fired up and Jim and Bruce settled in to enjoy the warmth of the stove.



Walking around the shop, you see lots of Bruce's creations and reminders of his days with Sig Mfg. Bruce gave me an update on his latest projects and the templates he uses in fabricating his kits.

**Bruce's comment...** *These are actually just a few of the aluminum templates that are used for my kits. All parts are machine-cut and sanded to final shape with a spindle sander. There's no die cutting or laser cutting at BTE.*

*continues...*

## A Visit to Bruce Tharpe Engineering ...continued

A couple of items really stood out for me. The first is a control line pulse jet F-86. You have to see Bruce Senior fly this. It is something to see him lean back and take this around a circle. Bruce Sr. really hauls the mail with this Saber jet.

**Bruce's comment...** *This has to be the oldest model in my shop, but it still gets lots of comments from visitors. Built from an Airforms kit in the late '70s. Jack saw it fly at a CL contest held at the Douglas Co. Fairgrounds many years ago*



To see the Flyin' King hang from the ceiling brought back memories of the ending of the Eagles Air Show and the candy drop.

**Bruce's comment...** *Actually, I use the SUPER Flyin' King for the candy drop. Interesting factoid: I thought of the name "Flyin' King" while driving home from the theater after seeing the movie "Lion King" (it rhymes, get it?). This happened to be the next model I designed after that, so it got the name.*

What really stopped me in my tracks was this pulsejet engine. If Bruce and his dad ever strap this on a plane, the Rogue Eagles will need more than a 600 foot runway. Talk about a conversation piece. WOW!

**Bruce's comment...** *It's an American-made pulsejet from the '50s, about half the size of the German V-1 pulsejet. Rated at over 100 pounds of thrust.*



Now, here is what the field trip is all about. We came to BTE to pick up my Venture 60 kit. I hope you can tell by the smile on my face that this was a great trip. I sure hope I can do Bruce's kit justice and have it look as nice as the one Bruce has hanging in his shop.

Sure enjoyed this field trip and visit to BTE. I'm sure future field trips and visits to other Rogue Eagles will be just as much fun.

*Jack Shaffer*

### Last comment by Bruce...

*Before there are any raised eyebrows, it should be said that I didn't put Jack up to writing this article about BTE. It was all his idea. Jack is a gung-ho club member who loves his hobbies and enjoys writing about his adventures. He is also a key contributor to our newsletter and I'm happy for all his articles and his willingness to share. And yeah, I hope his Venture 60 turns out great!*

*Visitors are generally welcome at BTE; all I ask is a phone call beforehand to make sure I'll be around when you get there. Lots of club members have visited and a few guys make regular trips to pick up glue and other stuff. There aren't many model kit manufacturers left in the country - you just happen to have one in your backyard!*



## FROM THE YOU-GOTTA-SEE-THIS DEPT.

### [R/C Dumbo](#)

This would be awesome in our airshow.



### [Airliner Landing Gear Gets Hammered](#)

Gusty, crosswind conditions put this Boeing 767's landing gear to the test. Impressive!

### [Massive PT-17 Stearman](#)

260 pounds, 800cc engine. Flown somewhere in Europe.



### [Parked Lightplane Takes Off in High Wind](#)

This one looks fishy to me, but none of the commenters calls it a fake. As one guy said, "And that's when 'tie-downs' were invented".

### [Failed Beach Takeoff](#)

Oh, so close! Bad day for the pilot in New Zealand.



The Lockheed Martin SR-72 (below) is a conceptualized unmanned, hypersonic aircraft intended for intelligence, surveillance and reconnaissance proposed by Lockheed Martin to succeed the retired SR-71 Blackbird.



## 17<sup>th</sup> Annual Swap & Shop



Rogue Valley Flyers - Grants Pass, OR

March 22<sup>nd</sup>, 2014

Josephine County Fairgrounds

**RADIO-CONTROL**

AIRCRAFT, CAR, BOAT, TRAIN Vendors Welcome

Vendor Set up 7:00 a.m. \*\*

Doors open to public: 9:00 a.m. to 2:00 p.m.

Early Registration by MARCH 7<sup>th</sup>  
Tables \$15.00

Registration After MARCH 7<sup>th</sup> or on day of Swap Meet  
Tables \$20.00

(Includes 1 admission PER TABLE)

General admission \$3.00 at door

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CONTACT FAIRGROUNDS 541-476-3215

For information contact Len Barker  
Phone 541-761-8698 or email [lenlin@charter.net](mailto:lenlin@charter.net)  
[www.roguevalleyflyers.com](http://www.roguevalleyflyers.com)

\*\*Per agreement with JoCo Fairgrounds, no vendor setups permitted on Friday.

Click the pic for more info

## Montague Glider Festival



The [Montague Glider Festival](#) will take place at/near Siskiyou County Airport at Montague, California, from June 7 through June 15, 2014. The Festival has evolved from the Montague Cross-Country Challenge; it consists of three separate events: Scale Aerotow (June 7-8), GPS Racing (June 9-11), and FAI Cross-Country June 12-15).

This is the 17th event organized by Dean Gradwell and his friends. Judging by the meticulous execution, friendly hospitality, and superb yet challenging flying conditions of the previous 16 contests, this will be a most notable soaring event in the US.

Concurrently with the RC Festival, Siskiyou County Airport will host a full-size vintage glider fly-in.

# Busting Myths About the FAA and Unmanned Aircraft

**February 26** – There are a lot of misconceptions and misinformation about unmanned aircraft system (UAS) regulations. Here are some common myths and the corresponding facts.

## **Myth #1:** *The FAA doesn't control airspace below 400 feet*

**Fact:** The FAA is responsible for the safety of U.S. airspace from the ground up. This misperception may originate with the idea that manned aircraft generally must stay at least 500 feet above the ground.

## **Myth #2:** *Commercial UAS flights are OK if I'm over private property and stay below 400 feet.*

**Fact:** The FAA published a Federal Register notice in 2007 that clarified the agency's policy: You may not fly a UAS for commercial purposes by claiming that you're operating according to the Model Aircraft guidelines (below 400 feet, 3 miles from an airport, away from populated areas.) Commercial operations are only authorized on a case-by-case basis. A commercial flight requires a certified aircraft, a licensed pilot and operating approval. To date, only one operation has met these criteria, using Insitu's ScanEagle, and authorization was limited to the Arctic. (<http://www.faa.gov/news/updates/?newsId=73981>)

## **Myth #3:** *Commercial UAS operations are a "gray area" in FAA regulations.*

**Fact:** There are no shades of gray in FAA regulations. Anyone who wants to fly an aircraft—manned or unmanned—in U.S. airspace needs some level of FAA approval. Private sector (civil) users can obtain an experimental airworthiness certificate to conduct research and development, training and flight demonstrations. Commercial UAS operations are limited and require the operator to have certified aircraft and pilots, as well as operating approval. To date, only two UAS models (the Scan Eagle and Aerovironment's Puma) have been certified, and they can only fly in the Arctic. Public entities (federal, state and local governments, and public universities) may apply for a Certificate of Waiver or Authorization (COA). The FAA reviews and approves UAS operations over densely-populated areas on a case-by-case basis.

Flying model aircraft solely for hobby or recreational reasons doesn't require FAA approval, but hobbyists must operate according to the agency's model aircraft guidance, which prohibits operations in populated areas.

## **Myth #4:** *There are too many commercial UAS operations for the FAA to stop.*

**Fact:** The FAA has to prioritize its safety responsibilities, but the agency is monitoring UAS operations closely. Many times, the FAA learns about suspected commercial UAS operations via a complaint from the public or other businesses. The agency occasionally discovers such operations through the news media or postings on internet sites. When the FAA discovers apparent unauthorized UAS operations, the agency has a number of enforcement tools available to address these operations, including a verbal warning, a warning letter, and an order to stop the operation.

## **Myth #5:** *Commercial UAS operations will be OK after September 30, 2015.*

**Fact:** In the 2012 FAA reauthorization legislation, Congress told the FAA to come up with a plan for "safe integration" of UAS by September 30, 2015. Safe integration will be incremental. The agency is still developing regulations, policies and standards that will cover a wide variety of UAS users, and expects to publish a proposed rule for small UAS—under about 55 pounds—later this year. That proposed rule will likely include provisions for commercial operations.

Reprinted from the [FAA website](#)





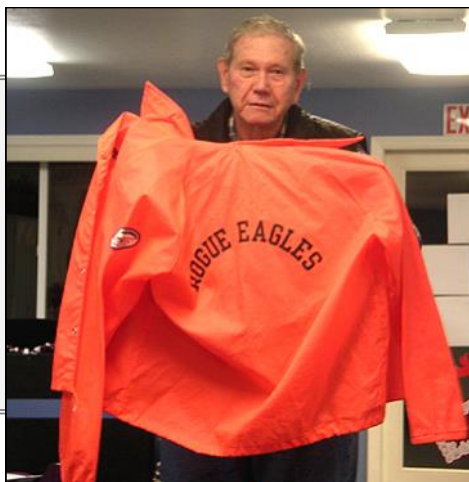


## Club Information Page

For information about the club, how to join, past newsletters, and much more, please visit the Rogue Eagles website .  
[www.rogue-eagles.org](http://www.rogue-eagles.org)

The next **General Membership Meeting** is scheduled for Tuesday, March 11, 2014. Meeting location is the Central Point Senior Citizens Center, 123 N 2nd Street in Central Point. [Click here for directions](#) .  
Bring your latest project for Show-and-Tell.

**Joe Hasler** displayed an early-style Rogue Eagles jacket at the February general meeting. Joe is one of the founders of our club, and he had memories of several other jackets and color combos used over the past 40 or so years. The jacket was brought to the meeting by **Joe DeAscentis**.



## Upcoming Events

<b>MAR</b>	22	RVF Swap Meet	Fairgrounds, Grants Pass	<a href="#">Len Barker</a> 541-761-8698
<b>APR</b>	12	Pylon Race #1	Agate Field	<a href="#">Rich DeMartini</a> 541-245-9858
	18-20	Float Fly - 2.4 ONLY	Agate Lake	<a href="#">Rick Nunes</a> 541-665-2310
	26-27	IMAC Contest	Agate Field	<a href="#">Jay Strickland</a> 541-830-7976
<b>MAY</b>	3	Swap Meet, Fun Fly, Pot Luck (Keno Club invited)	Agate Field	<a href="#">Rick Lindsey</a> 541-776-5832
	17-18	Warbirds/Scale	Agate Field	<a href="#">John Gaines</a> 541-951-1947
	22-25	IMAA West Coast Festival	Castle Airport	<a href="#">Scott Malta</a> 209-617-5789
	24	Pylon Race #2	Agate Field	<a href="#">Rich DeMartini</a> 541-245-9858

Full 2014 Event Calendar is available online [Click Here](#)

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