

FEBRUARY 2015

# ROGUE EAGLE

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

Here's a moment that Richard Schwegerl would probably rather forget. He made a really beautiful flight with his Byron Mustang, but the touchdown got a little rough.



This incredible action photo dates back to the 2013 Airshow. It's our cover pic this month as a tribute to the photographer, Eric Kees. Sadly, Eric passed away in January. He was often seen at our events with cameras in hand, documenting our aeronautical exploits, our ups and our downs. His contributions live on in the photo and video galleries on the Rogue Eagle website.



## The Flight Plan *By Club Prez, Calvin Emigh . . . Throttle Up!*

Happy February everyone! Although we desperately need the rain and snow this time of year, I am hopeful each of you has had an opportunity to dodge the fog and fly this past January. Take advantage of the weather conditions and our new runway while the getting is good!

I would like to thank our newly-elected Board Members at Large: John Gains, Tom Everts and Larry Maerz. These three gentleman represent the voice of each of you, with your consent. I would also like to thank and congratulate

Doug McKee as Safety Coordinator and Richard DeMartini as Events Coordinator.

Doug is familiar with the rules and regulations that allow us all to fly in a safe environment while complying with AMA and club regulations. That being said, it is our job as club members - each of us - to ensure we all comply to the club rules and provide as well as embrace constructive feedback as it relates to safety. Your efforts towards safety will help ensure our club's future. For those who may be a Contest Director and needing assistance with your event this year, or those thinking about future club opportunities for 2016, reach out to Rich to discuss. Rich is here to assist you and he offers the guidance needed for a successful event. Thank you Doug and Rich!

Over the next year, each board member will have the opportunity to write an article about their position, purpose and goals. Many of you may already know us, but many do not so I feel it is prudent that each leader provides a little background in regards to their position and how that translates to our club. Perhaps most important, my hope is that it allows our newer members the opportunity to identify and communicate with your board members. That being said, I will start it off...

I've been a club member for less than ten years but started in the hobby as a youth. My time as a Rogue Eagle has blessed me with the opportunity to learn from many of you as well as our club leaders, both past and present.

My position as President is actually pretty simple, yet very limited believe it or not! I will conduct business and ensure our club acts and is in accordance with all AMA regulations as well as Rogue Eagles bylaws not to mention, ensure our taxes are paid. That's it! Alright, there may be a few more things, but in a nutshell that sums it up. In terms of conducting business, the President is merely present to do just that, "conduct business". There is a term that I often use, "leadership is not a democracy". The President cannot vote on an initiative motioned and 2nd unless there is a tie. All non-voting (General Members) represent our democracy. The democracy ensures each of you are allowed active participation in regards to decisions motioned, 2nd and passed with majority vote thus, protecting the integrity of the club per our bylaws. The bottom line: the board is here to serve our members.

My goal is just as simple – ensure each of you have a fun and safe place to fly, present and encourage our new and current members to be involved with club events, conduct business per our bylaws (ok, give me a few months to learn more and get it down better), enable our members to have a voice in the club's direction and perhaps most important (next to safety) recruit potential members to join the AMA and our Rogue Eagles club.

Let me close out with a reminder of the Polar Bear Fun Fly on February 14 at the Myrtle Creek Airport, hope to see you there! Also, look for a quarterly "Kid's Corner" article to be written by our YOUNG GUNS!! Can't wait! *Calvin*

### Upcoming Events

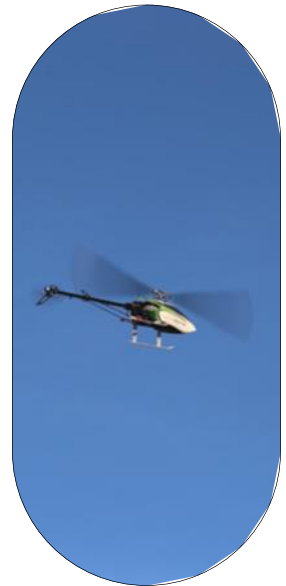
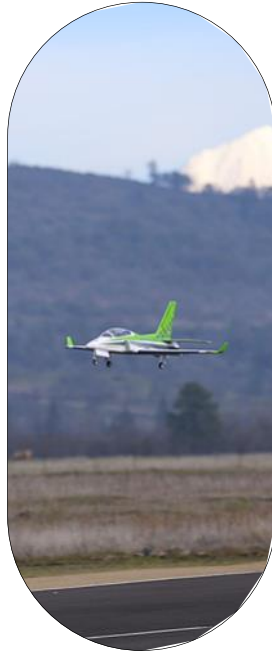
<b>FEB</b> 14	Polar Bear Fly-In and Swap Meet	Myrtle Creek Airport	<a href="#">Bruce Harlow</a> 541-863-1920
<b>MAR</b> 14	Swap Meet McMinnville	Yamhill Co. Fairgrounds	<a href="#">Larry Miller</a> 503-472-4987
<b>MAR</b> 21	Swap Meet Grants Pass	Josephine Co. Fairgrounds	<a href="#">Len Barker</a> 541-761-8698
<b>APR</b> 25-26	IMAC Contest	Agate Field	<a href="#">Jay Strickland</a> 541-830-7976



## *January 24, 2015 - A Splendid Day at Agate Skyways*



We always seem to get a few nice days to fly every January and February. Saturday the 24th started off a little foggy, but the sun came out eventually and the field was hopping with activity. Look at that panoramic shot (thanks Rick Lindsey!) - every start-up table had a plane on it. Some members thought we were having a scheduled event! There were several new models that made their first flights, and there were lots of smiles at the flightline and in the pits. This is what the Rogue Eagles are all about folks...



### ***F-16 Gonzo!***



*All Photos Courtesy  
Rick Lindsey*



White City Metals came out the field and hauled away the old F-16 which had been crumpled by a windstorm. Big thanks to (L to R): Steve from WCM, Randy Hutton, Harvey Gilmore, Tom Everts, Larry Maerz, and Rob Fralick. Thankfully, no injuries were reported...

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### FOR SALE

Chris Janelli in Roseburg has two different kits for the Kwi-Fli III designed by Phil Kraft. This is a classic pattern design, and would fit right into our VRCS event coming up on September 4-5.

#### Top-Flight Kwik-Fli III Kit . . . \$300

*This is the popular kit from the 70s. The kit itself is a collector's item.*

#### Home and Hobby Solutions Kwik-Fli III Kit . . . \$300

*This is a more modern kit, based on MAN plans. Laser Cut.*



Note: This is a photo of Chris' Kwik-Fli model - it is not for sale.

[Chris Janelli](#) Home: 541-673-6062 Cell: 541-680-7716

### FOR SALE

- Spectrum DX-7s Transmitter
- Spectrum Battery Pack for Tx
- Spectrum 6-Ch Receiver

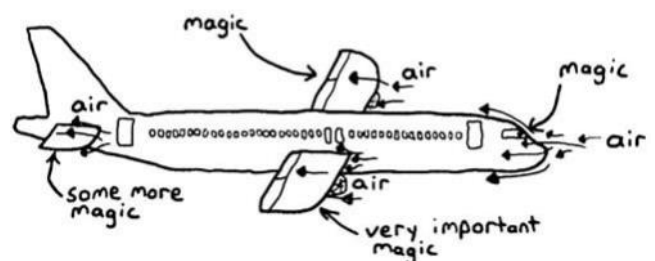
All Items Brand New.

Everything for **\$200**



[Larry Cogdell](#) Cell: 541-840-1514

how planes fly





# The NASA/BTE/SFK/DROID Connection

by Ye Olde Editor, Bruce Tharpe

NASA - National Aeronautics and Space Administration

BTE - Bruce Tharpe Engineering

SFK - Super Flyin' King

DROID - Dryden Remotely Operated Integrated Drone

**Indulge me.** It has never been my intent to make our newsletter into the *BTE Chronicle*, but this article is timely for a couple of reasons. Friends in the club ask me quite often about the planes I built for NASA, so this is a way to give a complete answer. Also, the current issue of Model Aviation (Feb 2105) features the article "No Such Thing as Good Enough" by Kaitlin Wright which shows several of pics of the planes and describes how they are being used today. Here's a quick history on how they came to be...

In the early 2000's, BTE was a regular vendor at the IMS show (later became the AMA Expo) in Pasadena, CA. There I met Tony Frackowiak, a national champion RC aerobatics pilot and world-class competitor. At the time, Tony was deep into turbine jets and I was just getting my feet wet in the turbine world. Tony headed up the "model shop" at NASA Dryden in southern California (there was a more technical name that has slipped my mind, but Tony just called it the model shop). He called me in 2006 wanting four of my Super Flyin' King models, built and covered. I had never taken on something like this, but it sounded like a challenge and the money was good! He gave me a list of modifications and no real deadline (which is always nice). They intended to use the aircraft as trainers for UAV pilots.

The mods were relatively easy - they wanted lots of hatches for access to the fuselage, tricycle landing gear, and clipped wings. They felt the shortened span would bring the wing loading more in line with existing UAVs. They also needed a mounting area for a pitot tube in the wing. They had not yet decided on an engine, so they wanted me to leave the firewall bare with no cowling. Okay by me!



SFK kits were in stock at the time, so I grabbed four kits off the shelf and started hacking away, assembly-line style. They were built just like any modeler would build them, flat on a building board with no jigs. Assembly jigs take time to build, and I didn't think they would speed the process that much anyway. The picture (left) shows the four fuselages all framed up and ready to cover, a pretty impressive sight. Not Chinese-ARF-factory impressive, but pretty good for a one-man shop.

If you have time to kill, here's a link to an [online gallery of construction photos](#).

You can also see all of the hatches in the foreground. All of the normal windows and windshields were converted into wood hatches. Even the tail group was made removable to allow access to the elevator servos mounted underneath.

The spring-loaded nose wheel strut was made by [Sierra Giant Scale](#) in Ohio, who assisted greatly in helping me select the proper size.



Here are all four models (bottom, left) in my driveway. Actually, these days, I prefer to use the term "airframes". Sounds much more professional than "models", right? The airframes were covered completely with Monokote. I get a lot of compliments on my covering skills. Well, one way to get good at something is to do a lot of it. And this took a lot of Monokote, about nine rolls for **each** plane. The color scheme was adopted from a photo that Tony sent to me. He developed it for an earlier model design and felt that it provided good visibility and visual cues for orientation in flight. Truth be told, I made a mistake. I found out later that the wing and tail should have been solid red on the bottom - the pic I received just showed the top.

As mentioned, the four planes are positioned in my driveway. In the top left corner you can see my old Dodge van "Snowflake" with the hood up. I was probably checking it out for the upcoming trip to Dryden. At the time, my father was still running his auto repair shop next to BTE - the other vehicles belonged to a couple of his customers. After all of that work, it was a real kick to finally see these four planes assembled. They were fun to build, but I was ready for my paycheck.



Early on in the project, I had a lot of contact with Tony, but that started to taper off maybe halfway through. As the planes neared completion, I was unable to get in contact with him to arrange delivery, which was unsettling to say the least. Did I mention that payment was to be made upon delivery? I learned later that Tony had taken ill and sort of went AWOL from the model shop. There may have been some personal issues as well; I never really got the whole story. Turns out he was also the **only** employee in the model shop, so there was nobody else there who was directly involved with the project.

*continues . . .*

## The NASA/BTE/SFK/DROID Connection

... continued



### Related Articles

[Are These the DROIDS You're Looking For?](#)  
[Auto-GCAS Tests on DROID UAV Declared a Success](#)  
[NASA Dryden's DROID Mini-UAV Reaches New Heights](#)  
[Towed Twin-Fuselage Glider Launch System](#)  
[BTE Super Flyin' King Information](#)

Fortunately, I had one last contact at NASA Dryden. [Gary Cosentino](#) was a loyal BTE customer, having built a Delta Vortex kit and Reaction 54 jet. He was also a good friend of Tony's although they worked in different areas of the facility. Gary made all of the final arrangements for the delivery, payment, and clearance onto the base, and he even let me stay at his house overnight! I can't thank him enough for his help and generosity.

So I stuffed the four SFKs in Snowflake along with a brand new personal model, my second Reaction 54. Gary had invited me to test fly the R54 at his local club field if the weather cooperated. His R54 was also ready to test fly, so we were hoping to get them both in the air for a maiden flight after our business was done.

The drive down was uneventful. Gary met me on base and escorted Snowflake to the model shop. With Tony gone, there was no activity at all, but what a shop! It was a modeler's dream. Gary handed me my check in a white envelope and we proceeded to unload the airframes onto the shop floor. We then spent about ten minutes looking for the white envelope which I had absentmindedly set down on some random table in the shop. Shows you where my priorities are as a businessman.

Gary then cleared me to visit his project area. He was project manager for the [X-48B](#), a blended wing research aircraft that was unflown at the time. That afternoon, his team rolled the X-48B outside and test ran the three JetCat turbine engines. After quitting time, we all sat around a table eating a lemon meringue pie. Many of the guys on the team were modelers, so it was a surprisingly casual atmosphere. I remember they had a large table covered with all kinds of electric components which duplicated exactly what was installed in the X-48B. Gary pointed out the flight control actuators, which were nothing like the servos we put in our models, that's for sure.

The next day, Gary and I headed out to the Antelope Valley Tailwinds Field to test fly our jets. Gary didn't feel comfortable flying his, so he enlisted the help of our mutual friend, Tony Frackowiak! On its very first flight, Tony flew Gary's jet through the smoothest, most precise routine I have ever seen done with a Reaction 54 to this day. It was absolutely mesmerizing. Oh yeah, I flew mine too, but not like Tony!

Getting back to the SFKs, they literally sat in that model shop for years, untouched. Finally, in 2009, I received a very nice email from Lesli Monforton just to let me know the model shop was back up and running, and she had big plans for the airframes. Going back to the intro of this article, Lesli is the focus of the article in Model Aviation. Before then, I had not heard of her, but there was a good reason for that. She was born a male, and went by the name Ron Gilman. Ron was known to be a fierce pylon competitor, and he also won the very first Top Gun scale event in 1990. Lesli's story is really amazing. If you skipped the article in MA, go back and give it a read.

I finally met Lesli at the AMA Expo in 2012. Her knowledge and technical experience came through instantly. She really had no need to contact me or keep me in the loop on the SFKs, but I guess her modeler side wanted me to see how they were being used. The planes have been renamed as DROID 1 through 4, and they have done some amazing things with them. Interestingly, to my knowledge they have never been used for their original mission to train UAV pilots.

Unfortunately, Lesli was taken by cancer a year or so ago, but the model shop and DROIDS soldier on under the guidance of Red Jensen, a well-known pylon racer and model designer. Like Lesli before him, Red still keeps me updated on the DROID projects which is something I appreciate greatly.

In the MA article, the author wrote that the DROID is "an ordinary RC model aircraft transformed into a high-tech research instrument." That pretty much nails it. I'm proud of my planes and it feels good to have contributed in a small way, but what I built and delivered were just big model airplanes. The equipment they have installed at NASA and the research they are conducting is so far over my head it is mind-boggling. As far as I know, all four planes are still intact so I hope they continue to be used and fly safely for years to come.







## Officers and Staff

Click on any name to send email

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[Larry Maerz](#) 541-826-4536

### Safety Coordinator

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### Event Coordinator

[Rich DeMartini](#) 541-245-9858

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### Public Relations

[Larry Cogdell](#) 541-840-1514

### Field Maintenance

**position is open**

### Webmaster

[Rick Lindsey](#) 541-776-5832

### Chief Flight Instructor

**position is open**

## Club Info Page

For information about the club, how to join, past newsletters, photos, and much more, please visit the Rogue Eagles website.

[www.rogue-eagles.org](http://www.rogue-eagles.org)

## Meeting Information

The next two General Membership Meetings are scheduled for

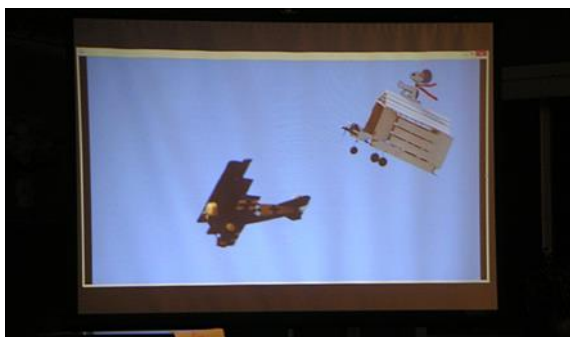
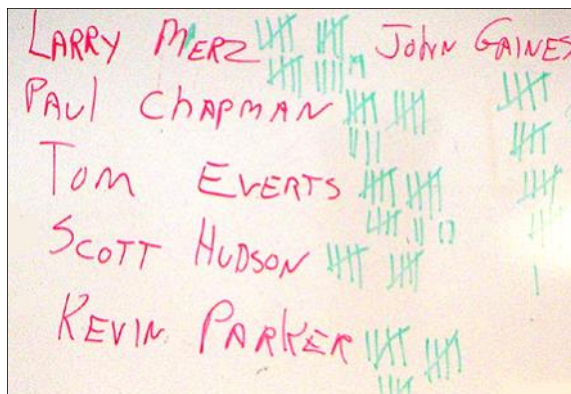
**Tuesday 7pm, February 10, 2015**

**Tuesday 7pm, March 10, 2015**

We meet at the Central Point Senior Citizens Center, 123 N 2nd Street in Central Point.

[Click here for directions](#)

## January Meeting Highlights



An election was held for our three Board Members at Large. The vote was tallied on a dry-erase board for all to see. **John Gaines** and **Larry Maerz** were re-elected, and the third spot went to Mr. **Tom Everts**. Welcome to the frying pan, Tom! Later, **Larry Cogdell** entertained us with a terrific slide show with pics and video taken throughout 2014. We got to re-live the events and the runway project!

## Club Merchandise

These items are usually available at the meetings.

For more info, call Phil Baehne at **541-727-7059**



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[John Gaines](#) 541-951-1947

Order Old-Style (Bottom)  
online [nicebadge.com](http://nicebadge.com)

# 2015 EVENTS CALENDAR

APRIL			
25-26	IMAC Contest	Agate Field	<a href="#">Jay Strickland</a> 541-830-7976
MAY			
1-2-3	Float Fly - NOTE! 2.4 ONLY	Agate Lake	<a href="#">Tom Everts</a> 541-944-2843
9	Swap Meet, Fun Fly & Pot Luck Lunch (Keno Flitemasters invited)	Agate Field	<a href="#">Rick Lindsey</a> 541-776-5832
21-22-23-24	1st Annual Giant Scale Fly-In	Castle Air Base	<a href="#">Scott Malta</a> 209-617-5789
30-31	Warbirds	Agate Field	<a href="#">John Gaines</a> 541-951-1947
JUNE			
5-6-7	Fun Fly	Klamath Glen	<a href="#">Sam Ellis</a> 707-954-8284
13	Pylon Race #1	Agate Field	<a href="#">Rich DeMartini</a> 541-245-9858
19-20-21	Float Fly	Platt 1	<a href="#">Dave Olson</a>
26-27-28	Big Bird	Agate Field	<a href="#">Gary Neal</a> 541-441-6724
JULY			
10-11-12	Warbirds over the Pacific	Cottage Grove	<a href="#">Gus Phillips</a> 541-337-2718
11-12	Float Fly	Lake Selmac	<a href="#">Art Kelly</a> 541-472-9683
18	Pylon Race #2	Agate Field	<a href="#">Rich DeMartini</a> 541-245-9858
24-25-26	Big Bird Fly-In (Sutherlin)	Henrys Winery	<a href="#">Bob Campbell</a> 1-541-530-3843
AUGUST			
8	Pylon Race #3	Agate Field	<a href="#">Rich DeMartini</a> 541-245-9858
21-22-23	Fun Fly	Klamath Glen	<a href="#">Sam Ellis</a> 707-954-8284
29-30	Air Show	Agate Field	<a href="#">Larry Myers</a> - Call Before 7:30pm 541-770-3390
SEPTEMBER			
4-5	VRCS Vintage Fly-In	Agate Field	<a href="#">Bruce Tharpe</a> 541-582-1708
6	RVF Air Show	Grants Pass	<a href="#">Art Kelly</a> 541-472-9683
12	Flitemasters Pot-Luck (Keno)	Sportsmans Park	<a href="#">Mike</a>
19	Pylon Race #4	Agate Field	<a href="#">Rich DeMartini</a> 541-245-9858
26-27	NSRCA Pattern Contest	Agate Field	<a href="#">Art Kelly</a> 541-472-9683
OCTOBER			
3	Pylon Race #5	Agate Field	<a href="#">Rich DeMartini</a> 541-245-9858
10	Club Fun-Fly and PotLuck	Agate Field	<a href="#">Jay Strickland</a> 541-830-7976