



AMA Chapter 534,
Medford, Oregon



July 2002

New Procedures at Agate Skyways

As you all know, club rules, as well as the club's lease with Jackson County for the Agate Skyways flying site state that you must be a member of the AMA and the Rogue Eagles to fly at Agate Skyway. The exception is if you are learning to fly with one of the club's designated instructors. In that case you must be in the process of joining the AMA and the Rogue Eagles Club.

There still seem to be several flyers on occasion using Agate Skyway who are not club members and may not be AMA members.

To ensure that all flyers at the field are members of AMA (except as above), the board of directors requests that you place your current AMA card in the frequency pin holder when you secure a frequency pin from the impound box prior to flying. This procedure is effective immediately. Flyers who can't or wish to not surrender their AMA card for a frequency pin will be asked not to fly. With an AMA card in the pin holder we can make sure only AMA members fly at Agate field. Also someone wishing to use the same frequency can coordinate with the user whose card is in the holder. All members are asked to help make this new procedure run smoothly and as intended.

The board has also decided to redo the Rogue Eagles membership cards. The new cards will have a clip on them and should be ready for issue in several weeks. When they are available, club members who are flying will be required to visibly display the card on their shirt or jacket, making it easy to identify paid-up club members. The new card will be distributed at regular club meetings or may be made available at the field. Students with a designated instructor or guests are exempt from displaying the Rogue Eagles membership card.

The Board of Directors



Bomb Dropper

Bill Gates Speaks Out

The following article has nothing to do with airplanes. It has a lot to do with life and living. Please read the pointers – anyone can learn from them because we have all been kids at one time and we frequently have to deal with kids (sometimes with the kid still within us).

Bill Gates recently spoke at a high school about eleven things that are not learned in school; and about how feel-good, politically correct teachings created a generation of kids with no concept of reality and how this has set them up to fail in the real world.

Here are the Gates Rules:

- 1) Life is not fair – get used to it!
- 2) The world won't care about your self-esteem. The world will expect you to accomplish something BEFORE you feel good about yourself.
- 3) You will NOT make \$40,000 a year right out of high school. You won't be a vice president with a car phone until you earn both.
- 4) If you think your teacher is tough, wait till you get a boss.
- 5) Flipping burgers is not beneath your dignity. Your grandparents had a different word for burger flipping – they called it opportunity.
- 6) If you mess up, it's not your parents' fault, so don't whine about your mistakes, learn from them.
- 7) Before you were born, your parents weren't as boring as they are now. They got that way from paying your bills, cleaning your clothes and listening to you talk about how cool you are. So before you save the rain forest from the parasites of your parents' generation, try delousing the closet in your own room.
- 8) Your school may have done away with winners and losers, but life has not. In some schools they have abolished failing grades and they'll give you as many times as you want to get the right answer. This doesn't bear the slightest resemblance to ANYTHING in real life.
- 9) Life is not divided into semesters. You don't get summers off and very few employers are interested in helping you find yourself.
- 10) Television is NOT real life. In real life people actually have to leave the coffee shop and go to jobs.
- 11) Be nice to nerds. Chances are you'll end up working for one.

Submitted by Chuck Holden



High Wings Versus Low Wings

by Clay Ramskill

We finally master our high-wing trainer—or trash it, whichever comes first. Maybe then we build a shoulder wing plane. Only after we are somewhat competent at flying do we try flying a low-wing airplane, and then with white knuckles and shaky knees. Why? Just what is it about low-wingers that make them “tougher” to fly? Are they faster? No! All other things being equal, there’s virtually no difference in drag or top speed. The illusion comes from designers’ choice. They tend to put faster airfoil sections and lower aspect ratios on low-wing airplanes, making them speedier. Low-wing airplanes do have some characteristics, compared to high-wingers, that make them more suitable for higher performance aircraft.

1. “Nicer” (and quicker) roll response. This comes from the relative placement of the center of gravity (CG) being closer to the natural roll center of the wing. The CG will be at or only slightly above the roll center of a low-wing, but well below that of a high-wing. Assuming at least a little dihedral, the roll center of the wing will be slightly above the center of the wing. In a roll, the wing (providing the “power”) wants to roll about its own roll center. The rest of the airplane (the “resistance”) wants to roll about the CG. The wider the distance between roll center and CG, the funnier-looking is the roll (i.e., “non-axial”).

2. The low-wing reacts more neutrally to power changes. Our old high-wing trainer, with the thrustline very low, will respond by pitching nose up when power is added, nose down if power is reduced. This contributes to stability with the nose going the way we want it to on a trainer. On the other hand, the low-winger will be more neutrally stable, without much pitch reaction to power changes. The low-winger will also be more wind “resistant” on the ground, a function of wing height above the wheels. The high-winger will naturally be more “tipsy,” reacting to wind while taxiing and during takeoff and landing.

We must all understand that we’re only talking of tendencies here. There are many other variables that have an impact on the characteristics involved—the designer can juggle these around to get the desired handling. But wing placement is definitely one of the biggies when it comes to establishing how an airplane is going to handle.

via *The Flight Log*

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West Seneca NY

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2002 Events Schedule

Puyallup Trade Show
February 2nd & 3rd

Wet and Windy Fly-Fun
March 24th

Grants Pass Swap Meet
April 20th

Spring Fun-Fly Contest
April 27th

Float Fly at Lake Selmac
May 4th and 5th

OMPRA Spring Pylon Race
May 11th

Builders Contest
May 18th CANCELLED

Ashland EAA Demonstration
May 19th

Lee Renaud Memorial Contest,
June 1st

Plat-I Float Fly
June 15th and 16th

Military Fly-In Contest
June 22nd

Bid Bird Fly-In
July 6th and 7th

Selmac Float Fly
July 20th and 21st

Kids Day at Hawthorne Park
August 3rd

Airshow Interest Day at
Wal-Mart, Medford
August 31st

Airshow Media Day
September 5th

Rogue-Eagles 2002 Airshow
September 7th and 8th

OMPRA North-South Shootout
Pylon Race
August 24th and 25th

Fall Fun-Fly
October 12th

OMPRA Championship Pylon
Race
September 21st

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

Stamp

To:

NEXT MEETING is Tuesday July 9th at the Lions Sight and Hearing Center, 228 N Holly, Medford, OR. Bring your show and tell projects.

For Sale by Don Draskovich.

Central machine Precision 7" X 10" Mini Lathe. Comes with gear sets for 18 different threads. Near new. Paid \$400, will take \$300.

Tradesmen 16" scroll saw. Like new with extra blades. \$40. Call Don at 541-882-6733. The above items are in Klamath Falls but can be delivered to the Medford area.
