

# BEND AERO MODELERS



## FLIGHT REPORT

APRIL 2013

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## Outstanding Member Award Winner, James Fredericks

At the March membership meeting BAM president, Waldemar Frank, presented James Fredericks with the quarterly Outstanding Member Award. This is a well deserved recognition for James because he is a constant supporter and participant at all BAM functions. James is one of our club flight instructors and is always available to help others learn to fly but he frequently volunteers in various other areas such as work days and pylon racing and the annual Firecracker event.. A sincere thanks goes out to James for his part in helping to make BAM a superior club experience.

Thanks, James!!!!

## NEXT MEETING

April 24, 2013  
6:30 pm at Jake's Diner

Food available  
come early to visit and eat.



# FROM THE EDITOR



by Andy Niedzwiecke

As I was preparing this newsletter, I was reflecting on the Bend Aero Modeler's past years. I have been a member, off and on, since 1992 and have seen several changes both good and bad with this organization.

Under the leadership of past president, Jim Young, the spirit of the club flourished and the membership was much larger at that point. Now with a smaller membership, I would have to say that the club is flourishing, both in participation and spirit.

We have only 39 members at this point but member participation is way more than you would expect from that number. More than 50% of the members are showing up at the meetings and/or out at our field to enjoy camaraderie with their fellow members.



*March Meeting*



*Pilots at the Field*

Seldom do we hear of any negative issues, rather, there is an environment of helpfulness and encouragement that is rare in this day and age.

Our president is constantly looking for ways to make this club better and is constantly reaching out to different organizations to spread the word about this great hobby we all enjoy.

Our club instructors have gone the extra mile as far as making themselves available at a reasonable notice and even furnish trainer aircraft for those that do not have aircraft to learn on.

There has been a hold on projects due to the uncertainty of our future with the lease on our field location with the BLM, but now that the lease is resolved there are a few important projects that can proceed including the entry accessibility improvements, the interior floor of the clubhouse and the installation of a safety fence. No doubt this great group of pilots will pull together to help accomplish these projects! We have a membership that pulls together and gets things done and does not leave it to just one or two people.



We proudly fly the flag at the field when we are there

Until next month, have a good flying experience and I'll see you at the field.

# NEW MEMBERS

Welcome



**Meet Chris McDougall** Chris is new to RC flying and considers himself a beginner. He attended our last club meeting to get to know us and also came out to receive preliminary flight training from Rick and Jason. He is mostly interested in electrics for now because of the easier setup. He is interested in airplanes and helicopters but has a passion for bi-planes. He is also interested in pylon races and park flying. Chris uses a Spectrum 2.4 GHz transmitter and has a few electrics.

**WELCOME CHRIS !**

**Meet Robert Gorman (aka RJ)** RJ is new to RC flying. He watched us fly last year at the Pine Nursery Park and has been fascinated ever since by model airplanes. He saved up enough money to buy an RTF Super Cub to give it a try. After two tough practice flights and repair work (popsicle sticks and duct tape) RJ and his mom decided it would be beneficial to join an RC club and learn to fly. Some of you may have met him and his mom at our first Park Flying event this year **WELCOME RJ !**



## HAVE YOU SEEN ? OUR BROCHURE

*This beautiful brochure was designed by Greg McNutt.*

*It's purpose is to promote interest in the hobby and invite potential new members to join BAM.*

*If you have not seen our brochure:*

They can be obtained at D's Hobbies, at the field, or by calling any of the BAM officers.

*What should we do with our brochure?*

Members should obtain a few (available at the meetings) and give them to anyone you think might be interested.



# FROM THE PRESIDENT



by Waldemar Frank



Dear Members, Fellow RC Pilots, and Interested Readers:

April has arrived and the flying season has officially started for us. It seems, however, that the springtime weather is less predictable. Looking at historic weather data for Horse Ridge, wind is clearly the driving force that makes flying a challenge.

Nonetheless, we are excited and determined to fly whenever possible. Our Club-40 pylon practice race and the weekly Pine Nursery Park flying have established themselves as our “spring” events that are always fun. This year we are optimistic that the park flying will generate more public interest and participation. It always takes one or two seasons for such events to become a known entity to draw the necessary crowd.

Thanks to Greg McNutt’s efforts, we now have nice club brochures and business cards that will make it easier to distribute helpful information about our club and raise public interest. Increasing our club membership is one of our goals, and with further marketing activities and creation of other materials we should make progress in the time ahead.

One important activity is our engagement with Summit High school, which is still an experiment at this point as we continue to learn how to best go about it. For example, AMA promotes the creation of school clubs through its Model Aviation Student Club (MASC) program. However, it assumes that schools proactively reach out to AMA. Furthermore, AMA does not offer school grants as I learned and the only source for funding is AMA’s Take-off And Grow (TAG) program, which, unfortunately, is awarded only once a year with a February 1<sup>st</sup> deadline.

Still, it is a great experience for BAM because we get exposure to both the “good” and “bad” while developing our own approach to helping schools and promoting model aviation. The positive outcome of this effort is getting to work with young people and recruit youth members for BAM.

A big thank you goes to Tim Peterson who donated his RealFlight 4.5 flight simulator to the Summit R/C Flyers. This will allow students to practice flying at their convenience. I also have obtained a brand new ARF club trainer from Hobbyking (Venus 0.40~0.46 Glow Trainer 67” wingspan) for the school club. Although it is configured as a glow plane, it can be easily converted to electric power, which will be easier to maintain and operate by the students.

Concerning Bill 71, the latest amendment (SB 71-6) from March 19 shows progress and it separates “drones” from “R/C airplanes.” Nevertheless, further refinement to the bill is needed to make certain that we can continue to use video equipment on our airplanes for recreational use. The next hearing is scheduled for April 17 (originally scheduled for April 10). The *Salem R/C Pilot Association* club is the official representative for R/C clubs here in Oregon in this matter and continues to participate in the hearings. We are hopeful that everything will be worked out so that we can continue to enjoy our hobby without added restrictions.

Lastly, don’t miss out on the weekend and park flying!

Sincerely,  
Waldemar Frank  
BAM President



# PARK FLYING REPORT



The April 11, 2013 park flying at the Pine Nursery Park turned out to be a big success! It was a bit chilly and a bit windy but there was a great turnout and lots of planes to watch. We had an interested person drive in from Prineville just to watch the goings-on as well as other interested spectators that dropped by to watch.



Our newest member and his mom join in the fun and get RI's first plane in the air.

Here we have BAM instructor Jason Westlind helping RI Gorman pilot his new SuperCub's first flights. RI earned the money to buy this plane!

Of course Tom Schramm and "Webster" were there to help as well.

A view of some of the activity. You can see instructors James Fredericks and Jason Westlind with Jason to getting a plane ready for flight. There was lots of interaction between spectators and pilots.



Steve Younger and his planes.

He flew both of them... well he flew one and the other had an unfortunate un-planned landing.



Jason Westlind and his wife with Jason's fleet of planes.

An interesting mix of styles!



We thought we were going to see some first-hand FPV but trouble prevailed and the equipment would not work properly.

This is Devin, a friend of James Fredericks. He finally did accomplish successful flight.



Some come to fly and then some come just to draw fly's.

# So you are ready to maiden that plane...

## Maiden Flight Tips by Rick Burgess



Everyone in this sport/hobby gets to experience maiden flights. I don't know about you, but I'm always a lot more nervous with maiden flights than flying an airplane I've flown many times. However, there are a number of things you can do to make a maiden flight less stressful and successful. Here are some tasks I perform before, during and after a maiden flight.

### Pre-Maiden flight tasks

Make sure all your control throws are set up per the instructions. This sounds obvious but Bruce and I have both flown a maiden flight without the control throws set properly. But, if you enjoy a wild ride with a lot of adrenalin coursing through your veins, just set the control throws to the maximum. Personally, I like going home with an airplane in one piece so I always set the control throws to the manufacturers specifications.

Make sure the airplane is balanced as per the instructions. This is true even with Chinese airplanes where the instructions are worthless. With those instructions, I still use the control throws and the balance point as a starting place.

Make sure the servo arm screws are in place. Yeah, yeah, another obvious one, but I'm sure you've worked on an airplane the night before a flight and left off the servo arm screws.

Make sure all the clevises are secure and won't come off. Some have clips, while others use fuel tubing around the end to keep them from coming off and some snap in place. Regardless of the type of clevis, make sure they won't come off the control horn.

Make sure all screws are tight and thread lock has been used on all the appropriate screws (motor mount screws, wheel collar set screws, ez connector screws, etc.)

Make sure all the controls move in the correct way. When you move the aileron stick to the right, does the right wing aileron go up and the left aileron go down? It's amazing how many times I've seen an experienced pilot take off with the ailerons reversed and this ALWAYS ends badly.

Make sure all the batteries are charged and ready to go. I know some of you prefer charging batteries at the field and that's OK, but the point here is to make sure everything is charged before the first flight. BTW, a battery checker is an invaluable item for your field box. After charging, plug in the battery checker and make sure your batteries are good. I just had two batteries go bad on me and I found them with a battery checker BEFORE I flew.

### Pre-Flight tasks

Perform a range check. This should be done every time you go out flying but it's especially important for the maiden flight. If your new airplane is a gasser, perform the range check with the engine running. The ignition system can impact the RX performance.

Check the controls AGAIN. I check my controls BEFORE EVERY FLIGHT. If the controls aren't working properly, check your TX and make sure the TX is set to the correct model. This also includes making sure the prop is turning the correct way with electrics.

Make sure the TX is set to the correct model. Even though the controls may seem to work correctly, the settings will still be entirely different and will make flying very difficult if the TX isn't set to the correct model.

If the engine is also new, run a tank of fuel through it before the first flight and make sure it's running well and consistently. The last thing you want is a dead-stick landing on a maiden flight.

### Flying the maiden flight

Flying a maiden flight is different than flying an airplane you've flown many times. A maiden flight isn't a "fun" flight. A maiden flight is part of building and getting an airplane ready for "fun". A maiden flight is no different than any other task in the instruction manual where the airplane isn't ready for normal flying until the maiden flight task is complete. Here are some guidelines I use when I fly a maiden flight.

- After the engine is running and I'm satisfied with how the engine is running and I've taxied out to the runway, I check my controls again.
- Get some altitude. After liftoff, I gain plenty of altitude. You've all heard the saying "Altitude is a pilot's friend", this is especially true with a maiden flight.
- Keep it close. Many times, the engine is new and a little finicky and you want to make sure the airplane can make it back to the runway in the event the engine quits.
- Trim the airplane and have someone next to you. The first task you're going to perform on the maiden flight is trimming the airplane. Some airplanes require very little trim and clicking the trim controls on the TX is simple and can be performed by the pilot but sometimes the airplane is way out of trim where you can't take your fingers or thumbs off of the controls long enough to adjust the trim. I always have someone standing next to me on a maiden flight to help me adjust the trims.
- No hotdogging or low passes. Again, this isn't a "fun" flight; it's simply a task you need to complete before the airplane is considered finished and ready-for-fun. Once the airplane is trimmed for hands-off straight and level flight, fly around a bit (at altitude) and check out the controls. Are they too sensitive? Are they not sensitive enough? Do you need more expo programmed in? Once this has been determined, LAND.
- Landing the airplane. Keep your landing approaches simple and high. It may take you a couple of approaches to land because you won't be used to the new airplane. I know it usually takes me a couple of approaches to land to get a feel for how the airplane loses altitude and settles onto the ground. With each successive approach, I'll bring the airplane in a little lower which I prefer over bringing the airplane in too low on the first approach. Once the airplane is on the ground and the engine is stopped, Congratulations! But, you're still not finished.

### Post Maiden flight tasks

- Check all the bolts, screws and clevises and make sure everything is still tight and set correctly, especially on the engine where the majority of the vibration occurs.
- Change any TX programming. I just maiden a friend's P-51 at the Redmond field and determined the low rates should be the high rates and I have to program in new low rates. probably take a couple of flights to get your controls set up the way you like.

### Summary

Here's the Reader's Digest version

- Make sure your new airplane is ready for flight and set up properly
- Fly high and close
- Have a friend next to you to help with the trims (if needed).
- Check the airplane out after the first flight
- Change the TX programming as needed.

This is the method I use when I maiden one of my airplanes or just helping out a fellow pilot with their new airplane.

# MEMBER'S TIPS AND TRICKS

## Programming Flaps on Your Futaba 7C 2.4 GHz Transmitter *by Waldemar Frank*

If you own an R/C airplane that has optional flaps, you may have considered programming your transmitter for flap operation. I know that we have several members, including myself, who own the popular Futaba 7C 2.4 GHz transmitter.

The default setup on the Futaba 7C is to use channel 6 (the dial switch) for flap operation. However, many R/C pilots like to use a 3-position switch for the three flap positions "up", "half down", and "full down." The Futaba 7C transmitter offers one 3-position switch (G), which can be programmed accordingly.

If you would like to try using a 3-position switch setup instead of the default dial switch configuration, please check out the detailed flap programming instructions for the Futaba 7C available via the Resources section of our website.

You can access and download the instructions via the below web address (URL):

[www.bamrc.com/resources/resources\\_10.html](http://www.bamrc.com/resources/resources_10.html)

## This tip comes to us *from Tom Schramm*

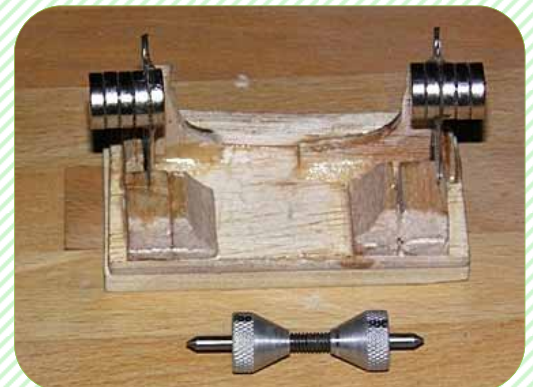
After purchasing a new bottle of CA glue and before snipping off the nozzle tip, briefly loosen the top (nozzle) to equalize the air pressure within the bottle. As most of the CA glues are bottled at a lower elevation than Bend, there is a possibility the increase in pressure will cause some of the glue to spurt out when you snip off the nozzle end. Also, smack the bottle against your workbench to ensure the glue flows back into the bottle if the bottle has been laying on its side prior to relieving the pressure and cutting the nozzle tip.

## Suggestions *from Tom Staffeld*

Instead of buying various extensions and retainer clips when installing servos in the wings and tail (and still worrying that something might fail) I have taken to either soldering in a piece of wire or replacing the entire servo wire with a custom made wire/connector. I purchased a crimper, wire and connectors (prices vary greatly) and I can make or repair any Futaba style male/female connections. I make my own aileron extensions too.

## *And If you always wanted to have a prop balancer but did not want to buy one:*

I had some neodymium magnets and stuck them on some metal extensions to make a magnetic prop balancer. The only point of contact is the tip of the balancer on one side. The base can be any size (depending on your props). I use 2 to 5 small magnets on each side and it supports a Thunder Tiger number 3163 prop balancer and at least a Master Airscrew 13 in prop which is the largest I have. With a small modification it would also do spinners. Not bad for less than \$10 and it's field portable. I change the numbers of magnets up or down if I'm using larger or smaller props.



Hey ya'll.....don't forget to send me material for the newsletter. It's only as good as what I get to put into it and it's fun to share your projects and trade secrets with the rest of us. Cheers, Andy

# MARCH 2013 MEETING SHOW & TELL



Bill Hand brought these two models to share, a Beaver and a stick built Quaker. The Quaker was given to Bill by a friend that worked at Lucas Films doing modeling for motion pictures. Both are electric and both are very nice models.

Look for them at our field!

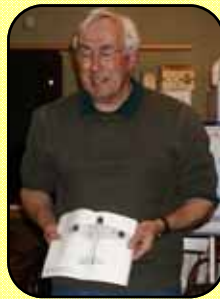


Bruce Burgess brought the club trainer that he has been working on to show it in its completed form. It was a Great Planes PT40 that was donated to the club. Bruce completely stripped it of covering, re-enforced any weak areas, sanded it and re-covered it. This is the plane that was used at the covering clinic that Bruce conducted earlier this year. The graphics were done by Bruce and Rick and they are really stand-out! The engine for the plane is an OS40FP. The trainer is ready to be put into use to help people that join the club and don't have a plane as yet to learn how to fly.

**Great Job Bruce!**



Greg brought his latest fashion statement to show at the meeting. It is a custom "Snoopy" hardhat that he fashioned for the hardhat requirement at the Club 40 Pylon races. I'm sure that Greg and "Snoopy" will be a **SMASH** at the races with the crowds this season. Be sure to watch for this team!!!



Jon Putnam is our Instructional/Education person who is going to be giving presentations on different topics. In the past months he has given a couple of talks on the methods he uses to produce flat-foam models from scratch. At March's meeting he is seen here discussing how to find a model you like, in this instance a Japanese Zero, and how to take it through the steps from conception to actually building a flying model. If you have a subject that you would like to see Jon address, just contact him or contact BAM president, Waldemar Frank to have it scheduled.

**Thanks Jon!**

**Be sure to bring stuff to the meeting to share and have it appear here for the entire membership to see!!!**



# OBITUARIES

## Rest In Pieces



← This plane belongs(ed) to Tom Hall, a relatively new member. We all saw him fly this plane a couple of weeks ago and were really impressed by his and the plane's performance. On a subsequent day with Tim Peterson watching, this tragedy happened. Tom did the right thing though and admitted to pilot error. I guess he just can't wait to snatch the crash trophy from Tom Staffeld's hands.



← Here we go again !  
The look on Steve's face says it all. What the \*#\$ just happened? The plane involved in this unplanned landing was Steve's electric Subaru. Steve, looks like you and Tom Hall are going to have to battle it out for the next crash trophy presentation. Oh by the way, Steve put in another plane at the April 11 park flying session. . . .does quantity count when going for the crash trophy?

I saw this on the internet and had to share.  
The caption was "Maybe you can save the fuel tank"



# HOW ABOUT A FIELD TRIP?

## WARBIRDS OVER THE PACIFIC plus!!

Any other scale models, of your interest and size. All are welcome to participate.



Moseby Field  
Cottage Grove, OR

July 13th  
and 14th  
2013

Hosted by:

**South Lane RC Modelers #1670**  
www.southlanerc.net

Gus Phillips CD

**541-337-2718**

\$15 pilot fee  
RV's OK (no h-ups)

FOR ALL WARBIIRD AND SCALE ENTHUSIASTS,  
THIS IS THE FIELD TRIP EVENT FOR YOU!

### Friday

Friday July 12th arrival and setup camp  
9:00 to all day- Registration of Participating Pilots  
Field open to all Flying

### Saturday

1. 9:15am Saturday July 13th  
Opening Ceremony starring the United States Marine Corps –  
colorguard presentation Soloist singing the National Anthem

2. 9:25am Who is he?  
(Eulogy to veterans of Foreign Wars as presented by G.P.)

3. 9:40am---Pilot's meeting at Registration Booth  
(right after opening ceremony)

4. 10:00am---Continued Registration and "Pilot's Man Your Planes!"

5. 12:30pm Noon, Public and Pilot's static judging .  
All static participants will place aircraft in the middle of field for  
Pilot's choice judging.

A. Best of Show- Award given to the aircraft that was judged the best by  
the public and peers.

B Best of Military- Award given to the aircraft that was judged the best  
of Military representation.

C Best of Civilian- Award given for the best of civilian design.

6. 1:30-rest of day--- Open Flying,

### Sunday

1. 11:30am---Reinactment of the Battle of Britain

2. 2:00pm---Prizes, Plaques, Recognition

3. Remaining day is Free Flying



Richard Carlson



John Wytma

SOME OF BAM'S  
warbird enthusiasts



STEVE YoungER



Waldemar Frank