

BEND AERO MODELERS



FLIGHT REPORT

JANUARY 2013

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Outstanding Member Award Presented To President Waldemar Frank

At the BAM Christmas party, Rick Burgess and Tom Schramm presented the quarterly *OUTSTANDING MEMBER AWARD* to President, Waldemar Frank. Rick gave a most fitting presentation speech outlining Waldemar's contributions to the club and his "out of the box" vision for the future of BAM. Waldemar gave a short acceptance speech that outlined his continuing desire to build alliances with other organizations.

This year's Christmas party was well attended, the largest in a long time and our sincere appreciation goes out to Tom and Diana Schramm for hosting the party in their beautiful home. The garage, where the party was held, was decorated with planes of all types and the food was good and plentiful thanks to the many members that contributed their specialties to the pot luck!

NEXT MEETING



January 23, 2013
6:30 pm at Jake's Diner
Food available
come early to visit and eat.

FROM THE EDITOR



by Andy Niedzwiecke

Hi everyone!!

This is my first attempt at producing a newsletter so please bear with me as I learn how to manipulate the software. I do have expert help. My wife, Judy, has done many newsletters and will be mentoring me. I would really like this to be a group effort. I look forward to participation and contribution from all of you.

In this issue, I featured people that gave me some input and other things that I dug up that happened throughout last year. In the future I will be able to cover more current news and events. This is not intended to be a magazine but just a way for each of us to follow what is going on in our club and to continue the camaraderie that we share at the field and meetings.

Not too long ago a number of us met at Jake's diner just to have breakfast with each other and Waldemar commented that we should do that more often just to maintain the fellowship that we enjoy with each other. I invite input on what you would like to see and hear about. If you have a personal interest you would like to share with our membership, please get the information and photos to me by the 2nd Wednesday of the month and it will be published. For now, I intend to publish our newsletter during the 3rd week of every month. If we find that we do not have enough content to produce the newsletter every month, we will re-group and possibly only put it out 3 or 4 times a year. This will depend upon your collaboration! If you have tips and tricks to share with the membership (like Jon Putnam did at our last meeting with foam techniques), please submit them to me so I can make sure that the entire membership benefits from your experiences.

I'm sure that the upcoming year see be the best BAM ever! Our planned improvements to the field will make our flying experiences even more enjoyable. We have attracted a bunch of really nice people. As a long-standing member, I can say that it has never been more enjoyable to go out to our field and fly than it is right now. Be it 3D, scale, sport, park-flying, jets or heli's, there are members that share your interests! Hopefully, adding a newsletter will be yet another way to enjoy our hobby together!

Cheers,

A handwritten signature in cursive script that reads "Andy".

NEW MEMBERS

Welcome



As new members join our club, I will feature their names, a photo if possible and some information about their background both personally and in their modeling history.

FROM THE PRESIDENT



by Waldemar Frank



Dear Members, Fellow RC Pilots, and Interested Readers:

The start of a new year is always associated with resolutions and hope for good things to come. Judging by the excitement and level of participation in 2012, I am very optimistic about this year and the opportunities we have to further our club and this hobby.

As a club officer and member, I find it extremely refreshing to see the enthusiasm that our members have shown in making our club a more fun and exciting group. It has also been thrilling to see how well our new members have been welcomed into the club while instilling their energy, new ideas, and passion for the hobby.

For instance, we have gathered and flown at our field throughout the year more often than we have for a long time. The level of cohesiveness and positive energy between members is a reflection of our club and who we are as individuals. And it is a valuable lesson that highlights that a club is what its members make it.

There are many positive things that have helped us and will continue to help our club advance even further in the months ahead. I find it very encouraging that we have members who invest personal time and effort to support our club and hobby beyond their membership alone.

For example, Chris Rankin's appointment of Associate VP for our District is a great benefit for our club and hobby. Chris' interactions with Mike Mosbrooker (District 11 VP), the AMA, and collaboration with me are proving to be valuable and essential for helping us with our BLM lease renewal. Likewise, Chris' and Mike's involvement in helping us receive financial support from AMA for the wind damage at our field in early 2012 have made a huge difference in helping us stay within budget and perform critical repairs to the field in a timely manner. We are especially thankful and grateful for having both Chris and Mike as our district representatives.

Likewise, several new members have quickly impacted our club and energy. Jason Westlind and his passion for the hobby have been a driving force for regularly getting folks out to the field. Greg McNutt's enthusiasm showed in his ability to quickly pick up RC flying and solo within just a few months. He now serves as our new Secretary, which indicates his dedication to this club (and he makes a great Santa as we have seen at the Christmas party!).

Furthermore, we have many long-standing members who routinely participate in and support club activities. James Fredericks always supports flight training activities and participates in our engagements with youth organizations such as the Cub/Boy Scouts, and more recently the Civil Air Patrol's cadets. He also routinely helps with work parties and is one of our official flight instructors.

Jon Putnam, who joined BAM last year, has been a great force behind establishing educational club activities to add value to the club membership and make club meetings more hands-on by encouraging members to contribute their skills and expertise and by personally giving short sessions about interesting topics such as the recent overview on building foam planes.

We also have an outstanding EC, which is essential for any club to ensure that club matters are taken care of and dealt with appropriately. Steve Younger, Tom Schramm, and Rick Burgess—just to name several of our club officers and Executive Committee members. I could go on and list many more examples that illustrate the culture and exciting progression of our club, but this message would be far too long, so apologize if I can't mention everybody by name.

One more thing: I would like to express my excitement about this newsletter, something that we have not had for a while. Again, it just shows how much progress we have made over the past year and what great volunteers we have. A special THANK YOU goes to Andy Niedzwiecke for volunteering as our newsletter editor and being the main reason why we are re-introducing a regular newsletter.

A big THANK YOU to everybody who participated in club activities and contributed time and effort over the past year, small or big—it made a HUGE difference!

2013 here we come.

Sincerely,
Waldemar Frank
BAM President

SAFETY AND FIELD REPORT



Steve Younger is our safety officer and field marshal. Steve has occupied this position for the last few years and takes safety seriously as should we all. He visits the field on a regular basis, often accompanied by his faithful side-kick Tom Schramm. They tend to maintenance issues and take care of a lot of tasks that most of us take for granted. We thank them for their contributions and dedication!



Some safety reminders as we go into the new flying season:

Remember that the field is a long way from town so it is usually a good idea to have a person go with you just in case of emergencies **both** medical and physical. Along with that thought, you should let someone know when you are going to the field and when you expect to return home. Carry a cell phone and some emergency numbers as well. A fire extinguisher is a good thing to carry in your vehicle along with a first aid kit.

When you are at the field remember to always be vigilant about where you are locating your plane and where the planes of others are. Do not stand in line with the propellers or in front of them any longer than you have to and don't let spectators in the area without supervision.this is especially true with children and pets.

If you are flying on 72mhz, be sure you have the frequency pin before you turn on your transmitter.you could cause an accident if you overlook this step. Please announce your intentions when landing or taking off or when you are "dead-stick".

Last February we had a very big windstorm that did a lot of damage to our field. Following are a few pictures of the work party that helped repair the damages.



Tom Schramm did table repair as several tables were damaged and one even flew North, **way North** of the runway by about 100 yards. While we were at it, we removed weeds on both sides of the runway. After the repairs were complete, Steve Younger hauled the debris to the dump. All in all a good day's work!



Darrell Loveland, Bill Witt and an unidentified member are busy re-enforcing our windsock pole. This has been a problem in the past, so with the added guy wires and additional weights, the pole should stand in winds stronger than our planes can fly in.

SAFETY AND FIELD REPORT CONTINUED



Left to right Tom Schramm, Steve Younger, Jason Westlind, Kim Woolaway, Greg McNutt and an unidentified butt are busy laying down the pit material.



Two Members repairing one of the cracks in the runway.



Left to right
Tom Schramm, Greg McNutt, Chris Shaker, Kim Woolaway



Of course with this group there is also much clowning around as the work progresses. A happy work group is a productive work group. The pit material had to be replaced in many areas and the old pit material had to be removed and hauled away. We also did some crack repair to the runway and Tom Schramm and Greg McNutt attempted to repair Chris Shaker's plumbers crack as well.

Steve Younger, Greg McNutt, Paul Eather, Jason Westlind and Waldemar Frank huddled around the stove.



At last June's planned Firecracker Fun Fly, we were rained out and it was cold and windy. A group of us that went to the field took shelter in the club house but without windows we all had to stay really close to the fire and drink lots of hot coffee provided by president Waldemar Frank.





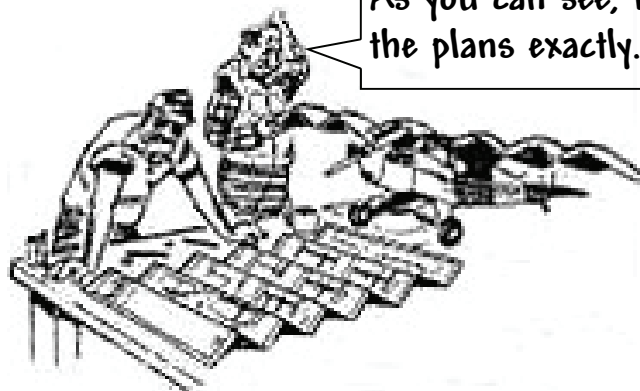
Greg McNutt and Tom Schramm doing an inside job on the window installation and Tim Peterson putting on the finishing touches.



Tom Schramm, Bill Hand, Waldemar Frank and Steve Younger at one of the many workdays out at the field.



It was decided to move on with building windows that would close in the shelter and therefore keep out the cold wind and keep in the warming effects of our wood burning stove. Construction of the windows was done off-site and then they were installed in the entire shelter. Those that have been there since, have said that the windows are doing the trick and that they were warm and toasty on chilly visits to the field.



As you can see, I followed the plans exactly....?

CLUB 40 RACING



by Bruce Burgess



The 2012 racing season was a lot of fun and I am looking forward to 2013. The new season will bring a few new rules. These will have little to no effect on most racers. Here is a short list of the changes: No bubble-less/bladder tanks. No backplate or metal engine mounts. Engine must idle and shut off on command.

If you are building a racer from a kit, have fun it is an enjoyable build. The tips for building the racer apply to all kit builds: **Build straight**, warped air-planes fly slower. **Build it light**, weight can be added

easier than removed. **Keep hinge gaps to a minimum**. The CG in the instructions is perfect.

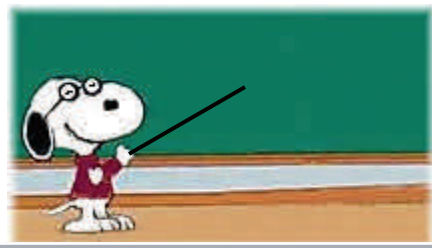
If you any questions on the build e-mail me at ke6gkc@ykw.net. Next month I will give out the control throws and transmitter settings I use when racing. For those interested in Electric Formula 1 two new racers are available. They are the *Great Planes Proud Bird* and *Nitro Planes Miss Dara*.



Above is a gathering of the racers involved in the 2011 season. I did not have photos from the 2012 season but will make sure that we have photos of the 2013 season. Below is action at the starting line just before a race.



FLIGHT INSTRUCTION REPORT



Bruce and Rick Burgess and James Fredricks



Put guys names here

These guys are our intrepid club instructors. Don't let the mug shots scare you, these are really nice guys and are very anxious to help anyone that needs help. They can teach you how to fly, how to set up your airplane, how to adjust your engine and anything else you may need help with. If you have your own equipment, they are buddy-box armed and if you don't then they have their own trainers along with the club trainer to get you started. You can start learning while you apply for your AMA card but in order to keep flying you WILL need your card so that is an important step to your learning experience. If you want to get help from our instructors then all you have to do is call and make an appointment with one of them. Their phone numbers and email addresses are on the front page of this newsletter and also on the BAM club website: www.BAMRC.com



Here we see a couple of the instructors, Rick Burgess and James Fredricks, giving pre-flight instruction to some beginning students and then doing some buddy-box training with them.



PARK FLYING REPORT



When the weather permits, the club meets up every Thursday at the Pine Nursery in Bend to do some park flying. Only electric planes are allowed. I didn't have very many pictures provided to me to show the many participants in this weekly event so I thought I'd include what I do have and I will look for more from the members that do participate. I will publish a map and schedule for this happening in the next newsletter but for now just look at the fun!!



MEMBER PROJECTS



My First Kit The Club 40 Raider by Greg McNutt

The work has begun with my first kit build. I joined the ranks of a few of my fellow BAM members and bought my first kit . . . The Club 40 Raider. The Club 40 is our winter (2012/2013) project. So far, I am having a great time on this model. In fact, I am having so much fun, I am thinking of buying another Club 40 Raider kit so that I will have a backup plane for our 2013 Pylon Races.

I am well into the build and have learned a lot along the way. I have made a few mistakes, but nothing that couldn't be fixed. Andy Niedzwiecke has been a big help and has been a good resource when I have had any questions. Rick Burgess and Waldemar Frank have also been helpful. I am amazed at the knowledge that these guys have and I know that help is just a phone call or an email away from a number of our BAM members. Bruce Burgess also asked me to get in touch with him anytime I need some help. I jokingly told him that I appreciated his offer but didn't want to take advice from any of the guys I would be racing against next year.

At this point, I am nearly finished with both wings and will soon be moving on to the fuselage. I am amazed at how strong balsa wood can be when it is joined with other pieces of balsa. When the ribs, spars, sheeting and other parts are glued together properly, a bunch of balsa wood results in a sturdy wing. I am also getting a handle on working with some of the glue products like Titebond and CA.

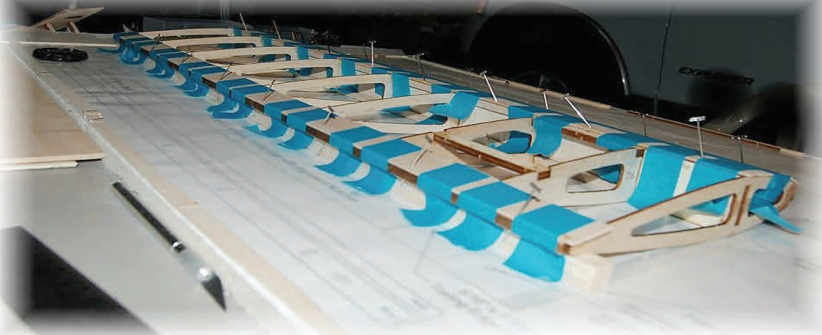


I have found that CA doesn't much like me. Or perhaps CA is very fond of me. I can't decide. Either way, that stuff really works . . . whether on wood or human skin.

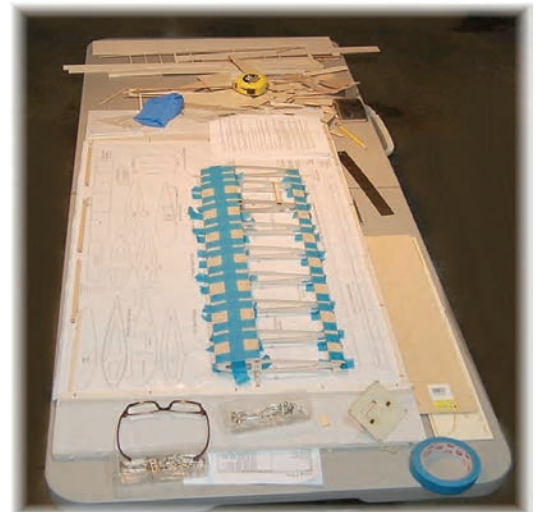
The CA debonder is a very good thing to have around. Actually, it is a very good thing to have close by. At one point, I glued my thumb to the left wing. What made it more interesting, or perhaps more amusing was that I had the left wing pinned down to the plans on my workbench. I was

effectively attached to the wing, the plans and the table! Unfortunately, the debonder was just out of reach on my rolling tool box, directly behind me. I had to remove the wing from the plans in order to get to the debonder.

Another thing I learned is that debonder doesn't necessarily work well on skin. My next step was to get my X-Acto knife and start separating my thumb from the wing. I was finally able to separate my thumb from the wing, but I did leave a decent amount of skin on the sheeting. I used the X-Acto knife again to remove the remaining skin from the sheeting. Hardened CA mixed with human skin isn't easily removed from a wing made of balsa wood. I am sure that it won't be the last time that I glue my fingers with CA while building a kit. Lesson learned.



The leading edge sheeting is glued and taped (on the right wing).



The right wing under construction on my workbench in my hangar (aka garage).

I am eager to finish my kit and look forward to learning more about the art of building a kit. This is an excellent kit and all of the laser cut pieces are fitting together perfectly. I will follow up with an update when I finish the Club 40 Raider.

Until I glue again

MEMBER PROJECTS



Bruce Burgess is building a Telemaster 40 with a new Evolution 10GX for power. He says with this particular engine he should be able to have flights of 20 minutes duration at full throttle on 8oz of fuel. He says it will be used to help train and will stay up even longer at training throttle settings. Here you can see the progress. He says that may be able to bring this airframe to the January club meeting but no promises.....we hope he makes it!



Andy Niedzwiecki is building a Top Flite Giant Scale P47 in the "razorback" version. It will be powered by a Zenoah G-62 engine and will have Robart retracts, both mains and tail wheel, a sliding canopy and bomb/tank drops. This plane will take quite a while to build but he wants to get it right. This will be his first and last giant scale build but he is having a lot of fun doing it. Andy may be able to bring this unfinished project to the January meeting.



MEMBER SPOTLIGHT

by Andy Niedzwiecke



This Month's spotlight falls on BAM member Jerry Burgess. We have seen Jerry bring in countless items for "Show and Tell" but we have only a small fraction of his collection! Secretary Greg McNutt and I decided to venture to Redmond to get a first hand view of his RC modeling plunder. I will do my best to give you an abbreviated view of what he showed us but, trust me, space permits a very abbreviated description of the great stuff that Jerry has accumulated! Jerry has been seriously collecting for six years but actually has been involved in modeling for 71 of his 79 years. Being close to the same age, he and I shared stories about modeling in the past and how the hobby has changed over the years. Not only does he collect engines but he works on them as well, cleaning and rebuilding as necessary.

← Jerry with his pride and joy...a Morton M5 5-cylinder radial, and yes that is an aluminum propeller! He says that the Morton engines were later made by the Burgess company, the same company that makes Burgess batteries...what a coincidence...a Burgess with a Burgess engine!!

These are pictures of just 3 of many sections of display cases that are chock full of engines of all descriptions from radials, to gas, to glow, to diesel, to compressed air and even a turbo-prop! They are all clean and have accessories that are needed for their operation.

Jerry is supported in this hobby by his two sons Bruce and Rick. Rick lives with Jerry and Bruce lives nearby. There are a lot of completed planes hanging in the workshop area and another attached area in the same building. This threesome probably owns the most planes in the club with the possible exception of Jim Young.



← Under construction: Jerry's Focke Wulf 190. It is a large plane and will be powered by either a DA60 gas engine or a Moki Twin. He also has a SOLO 3-bladed prop that is capable of variable pitch. As a side note, take a look at the lineup of bench top tools behind the model. There's probably no operation that can't be performed in this shop.

One of many pictures we took of the vintage model kits that Jerry owns. →

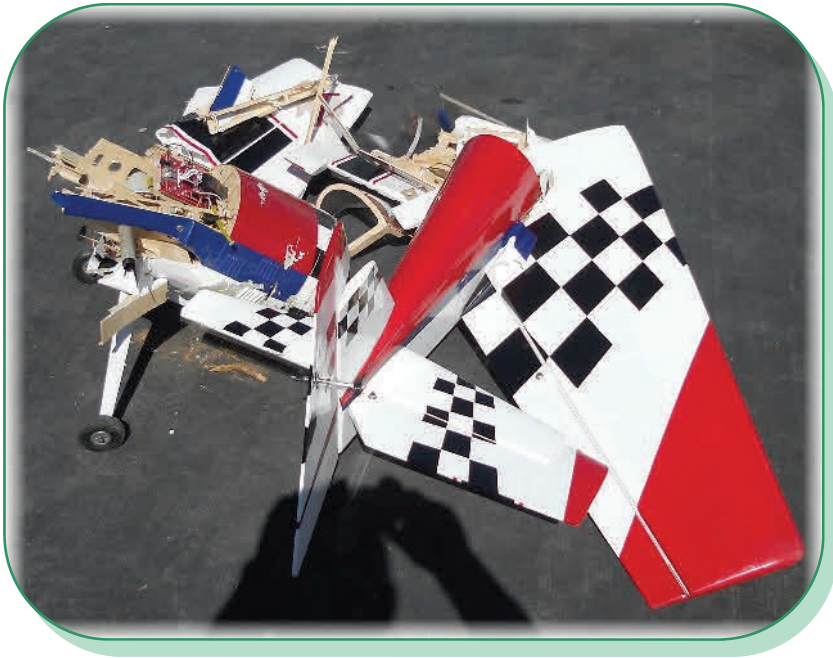
This is only one third of Jerry's plunder!
He has models stuffed everywhere!

We spent about 2-1/2 hours visiting with Jerry and Rick. We learned a lot and enjoyed seeing this wonderful collection and shop that any true RC hobbyist would envy. To say this family is active in the hobby would be an understatement. Jerry has collected many incredible planes and engines. This combined with his knowledge and skill combine to make him a wealth of information. His son's are expert builders and engine experts as well. If you ever get the chance to go visit Jerry, do yourself a favor and do it! Rick and Jerry are very cordial hosts. We are fortunate to have Jerry and his family in this club. It is always a pleasure to visit with him at the club meetings and at the field.



OBITUARIES

Rest In Pieces



OBITUARIES CONTINUED

