

# BEND AERO MODELERS



## FLIGHT REPORT

**MARCH 2013**



### A typical crowd these days when you show up at the field

It used to be that when you showed up at the field to fly, you might be flying alone. Well now, thanks to the "members" email address usage, people know when others are planning on flying and quite often join the crowd. We now have a scheduled flight training day which is the **1st Saturday of the month** or you can call instructors to make an appointment. **See you at the field!**



Let's fly the flag at the field. See Editor's column for details.

## NEXT MEETING

March 27, 2013  
6:30 pm at Jake's Diner

Food available  
come early to visit and eat.



### PRESIDENT

Waldemar Frank  
541-330-8165  
rcbonanza@gmail.com

### VICE PRESIDENT

Rick Burgess  
541-504-5999  
rickb@bendbroadband.com

### SECRETARY

Greg McNutt  
541-550-7898  
gregmcut@aol.com

### TREASURER

Tom Schramm  
541-388-9292  
tdranch@bendbroadband.com

### Safety/Field Marshall

Steve Younger  
541-382-8880  
scy@bendbroadband.com

### Flight Instructors

Bruce Burgess  
541-350-8692  
Rick Burgess  
541-504-5999  
James Fredricks  
541-350-5564  
Jason Westlind  
541-550-7178

### AMA District XI AVP

Chris Rankin  
541-593-3294  
MissleMist@rocketmail.com

### FLIGHT REPORT Editor

Andy Niedzwiecke  
541-389-6012  
andynez@q.com

# FROM THE EDITOR



by Andy Niedzwiecke

I thought I'd get my two cents in here before the new members filled the page. Another month has gone by and a lot of things have happened. By now everyone must have heard that our BLM lease situation has been settled and we have a home for another 10 years!! A tremendous amount of effort by our president, Waldemar Frank, has paid off and we are now not homeless. On to other things....at a recent meeting of BAM officers we decided to try to start a tradition at our field. If the members co-operate it will be a good thing. If you are the first at the field at any given day, please install our American Flag in it's holder on the Northeast corner of the clubhouse and if you are the last to leave then please remove the flag and store it back in the building. Now that our field is ours we can proceed with some of the projects that we have been talking about and hopefully before the summer flying season kicks into full swing. The projects that have been proposed will be presented at the next regular general membership meeting. There's been a definite increase in the flying population at the field and we are starting to see more youth participate. In fact a week or so ago, one of the youth's flying out there took a good video of our field and posted it on YouTube for all to enjoy. Check it out if you haven't already..... <http://www.youtube.com/watch?v=oU4ubFGtgVY> that's it for this month so I'll see you at the meeting on the 27th!

*Andy*

Welcome



# NEW MEMBERS



Spencer Sackin is our newest youth member. Spencer has been flying for a little over a year and considers himself an intermediate pilot. He owns a few foam planes, a Parkzone P47 and an Extra 300. He is a CAP cadet and recently joined the Summit R/C Flyers Club. He attends Summit High. After coming out to the field a few times, he decided to join BAM. Welcome Spencer!



Tom Hall joined us at our last meeting. He said he had been watching our pylon race promotion and that was what made up his mind. He just marched up to Tom Schramm and handed him his fee and application. Tom says he hasn't flown for 7 years but really is a pretty good pilot as evidenced at our field a weekend or so ago. Maybe he'll be competing in the near future. Welcome Tom!



Greg Meyers is almost our newest member. He just moved to Bend from McMinnville where he was a member of The Evergreen Aero Modelers (TEAM) for 3 years. He is an intermediate pilot interested in fixed wing and rotary wing sport flying as well as electrics. Maybe he'll join our park flying events this season! He currently has 2 heli's, 3 electrics and a Top Flite Cessna 182. Welcome Greg!



Bob Ingram is our newest member also having joined at our last meeting. He's not new to RC piloting though, he's just returning to Redmond and the hobby after spending some time in California. He has 7 planes, mostly in the .46 class and 2 of his planes are float planes. We've seen him out at the field regularly and maybe we'll catch up with him this summer at one of the local lakes. Welcome Bob!

# FROM THE PRESIDENT



by Waldemar Frank



Dear Members, Fellow RC Pilots, and Interested Readers:

I am pleased to see that our members are taking advantage of the flying opportunities we have had so far, which is also the result of lucky weather conditions. The strong participation at the weekend flying is wonderful and everybody seems to be having a great time.

This also brings up another important topic that we each need to remember: *Flight Safety*. With several members simultaneously flying, others getting planes ready, and the rest socializing, it can get busy and we may not always pay attention to our surroundings.

We also have several new members, some of whom have flown at other clubs previously while others are new to R/C flying. So it is very important that we maintain safe practices at the field at all times and be role models for our new members. Also, please be considerate when flying or when working on airplanes in the pit area.

During flight operation, clear and audible communication is essential to avoid accidents and damaged equipment, including airplanes. I won't get into too much detail, but you get the point. This issue of the newsletter contains some considerations as a refresher to all of us so we won't forget next time we are at the field.

The recent news about our BLM lease renewal was a very pleasant surprise and a great start for the 2013 flying season. After waiting for the news for over 12 months, it sure felt like a sigh of relief. The lengthy process also has been holding us back with several field projects and we can finally move forward with them now. These projects will include improvements to the club house, a proper pathway at the main entry gate, and a replacement solution for the existing pilot stations.

One sobering piece of news was the recently put forward Oregon Senate Bill 71, which aims to limit and control UAV operation, including R/C controlled airplanes that utilize any sort of video equipment per the definition outlined in the bill. Unfortunately, the bill does not seem to distinguish between commercial and recreational unmanned aerial vehicles. I will follow up with another update soon, including a letter to our State Representative on behalf of BAM.

Our engagement with the Civil Air Patrol (CAP) and Summit High School has been moving along and we are getting good traction. The Summit R/C Flyers are now officially an AMA-chartered club, which enables the club to apply for grants to support club activities and projects. Mike Wissing from the local CAP group and myself have been giving flight training to the students at the school's baseball field.

Some of the students have also been out to our field and received flight training through our official flight instructors. And as you may be aware, two students—Shane Ragland and Spencer Sackin—have joined our club as well. Our youth program and the support of local schools will be a vital enabler in the time ahead to introduce young people to R/C flying and aviation in general. I am thrilled that BAM can be part of this exciting development.

See you at the flying field!

Sincerely,  
Waldemar Frank  
BAM President

# 2013 NW MODEL HOBBY EXPO

by Waldemar Frank



I have not been to the NW Model Hobby Expo ([www.nwmhe.com](http://www.nwmhe.com)) for many years—in fact, the last time I went was when I still lived in Auburn, WA and the Expo was hosted at the Puyallup Fairgrounds (only 15 driving minutes from my old house). The Expo has since moved to Monroe, WA and takes place at the EvergreenState Fairgrounds.

Several members went last year and so I decided that I should give it a shot this year and see how things have changed since my last visit. Joe Stone from the La Pine R/C Flyers and I ended up carpooling and leaving very early (3:30 AM) on the morning of Saturday, February 9. The drive took about 6 hours and we arrived shortly after 10:00 AM at the fairgrounds. The weather was typical for this time of the year in the Puget Sound—a gray, low-hanging sheet of clouds and a continuous northwest drizzle welcomed us at the Expo.



The Expo was split between two buildings: The larger of the two buildings housed the Swap Meet crowd and the smaller building was reserved for vendors and organizations such as AMA's District XI as well as several local (Puget Sound) R/C clubs.

I was impressed with the Swap Meet and it has clearly grown in size and diversity since I last went. Both Joe and I knew that we could easily spend several hours looking and searching for good deals and the rare find of the one thing that we didn't know we needed.



He and I split up so we could focus on what we were interested in the most, checking in off and on to see how each of us did. I must say that I was very disciplined with my money (and we all know how easy it is to give it to somebody else). Joe quickly accumulated a bunch of steals and we had to do an interim load-up-the-truck run.

I was pleased to see many original kit planes for sale, which surprised me a bit since the hobby has changed so much over the years and many people either don't have the time or simply don't want to build R/C planes.

Mike Wissing from the local Civil Air Patrol (CAP) had contacted me a couple days earlier asking about plans for a Telemaster, which he considered building as a trainer plane for the CAP cadets. Fortunately there were plenty of original Telemaster kits for sale, including different sizes. Eventually I found him an original Hobby-Lobby Senior Telemaster kit.



After spending a couple of hours at the Swap Meet, I decided to check out the vendors. I spoke to several attendees and all seemed to indicate that "this year's" vendor pool was very small and "disappointing." The District XI booth was right at the entry to the vendor hall. I stopped at their booth and briefly chatted with the AMA representatives. After a short browse, I ended up buying a few electronic items for myself such as two parallel charge boards for my LiPo batteries so I could use a single outlet charger and still charge up to six batteries at the same time.



Later I met up with Joe and we both attended the member meeting that our District VP, Mike Mosbrooker, led. It was nice seeing some other clubs' members and hearing their stories. Mike asked me to share our BLM challenges and I quickly learned that many clubs pay a lot more money for their fields and our situation was not that unusual.

Overall, the trip to the Expo was interesting and Joe and I had a good time. Spending the night would probably be worthwhile in the future to feel more rested, which was especially apparent on the way back.

Or it could be a field trip involving a larger carpool so more people are available to switch driving. If you have never been to this Expo, you might want to give a try—although it may not be worth going there every year given the long drive.

# 2013 McMinnville Aircraft Modelers Swap Meet

by Waldemar Frank



The McMinnville Aircraft Modelers have been hosting an annual swap meet for many years now. This indoor event has established itself as a well-attended and great swap meet in Oregon.

And I must say that having access to a suitable building does make a big difference, especially on that side of the Cascades where rainy weather conditions are not unusual. However, this year the weather was sunny and mild, which made it very pleasant. Plus, it's only 3 hours away from Bend by car.

Fortunately, I have relatives and friends in the Portland area and was able to make it a long weekend and bring my wife and daughter

along (who went their own way to shop in Portland). I have been attending this swap meet for the past consecutive three years and it has always been a good trip. However, I must say that this year did not offer as many great deals as it appeared that many sellers tried to get rid of "old equipment" and "junk" that they had accumulated over the years and possibly replaced with newer gear.

Nevertheless, I enjoyed being there and browsing the isles, talking to other attendees and even seeing a few familiar faces such as Paul Hanson from Field of Dreams. Actually, Paul has been a regular attendee (and seller) at this swap meet and I have seen him there every year.



I would recommend attending this swap meet next year if you have a chance and make it a field trip so you can also visit the nearby Evergreen Aviation & Space Museum.

([www.evergreenmuseum.org](http://www.evergreenmuseum.org))

**NOTE: IF YOU SUBMITTED SOMETHING AND DON'T SEE IT IN THIS ISSUE, DON'T WORRY. I ONLY HAVE SO MUCH SPACE AND TIME BUT I AM SAVING EVERYTHING AND IT WILL GET INTO THE NEWSLETTER AT SOME POINT, SO KEEP THE STUFF COMING!!! THANKS!!!**

# SAFETY AND FIELD REPORT



## A word from your safety officer

Last weekend was one of those days that make RCers happy – light winds, moderate temperatures, and good company. There were, however, some deviations from the usual protocol practiced by the fliers.

There were several instances of members standing on the physical runway, and staying there for extended periods, specifically, launching, flying and landing gliders while others waited to fly, also hovering over the runway, again for extended periods. Usual practice is for members who have inadvertently landed among the rocks and bushes on the far side of the field to vocalize to other members “on the runway”, after checking aerial traffic, then crossing to retrieve the craft (or remains), then doing the same on returning to let others know where you are – when someone is flying, he is looking up, not down at the field, so crossing the runway should be limited to these instances. This is a simple courtesy that is essential in maintaining a safe environment for all involved in this sport. Lacking the safety fence, which is in the planning stages, the two remaining pilot stations are not always utilized, and we are tending to move closer to the runway, which can lead to an unfortunate incident. We should be reminded that about 30 feet is the distance we agreed on as a setback for the safety fence, and we now have fliers within a few feet on a regular basis - we have been pretty lucky up to now, but I have seen planes under full throttle crash into a pilot station on occasion, so let's keep that in mind.

It is understandable that some planes are a little unstable on takeoff, standing behind it on the runway certainly is allowable, but once it is in the air, you belong behind the pilot station or a similar distance back, and again, we should all vocalize so others who are already in the air know what's happening – “taking off”, “landing” are part of our vocabulary when we are flying with others, “dead stick”, usually shouted, is an emergency which means give him room, he only has one pass.

Suggestions are welcome, as we are already considering dedicated areas for hovering, helicopter flights, and some of the mini models lately becoming popular – of course, these are contingent on an expanding membership, so we have time for consideration.

Another concern is the running in of glow/fuel/gas engines for extended periods – only a few of us are lucky enough to live in sparsely populated areas so we can run engines without worry of bothering neighbors, so the field is the only viable place. So here's the problem, someone in the air needs to be able to hear his plane purr, stutter, quit, vibrate, etc. He can't hear anything if an engine is running wide open a few feet behind him. We would request that running in should take place as far away from flight ops as possible, maybe even moving a test bench to the far west, near the outhouses (not THAT close), to minimize the intrusive noise.

Respectfully submitted  
Steve Younger, safety officer

# FULL SCALE STORIES

by Ken Spence



## CREATIVE AVIATION

In the mid 1950's everything seemed to reflect futuristic visions. This was especially true when it came to aircraft design. I have been lucky to have had the opportunity to replicate a few of these unique aircraft. Here are two examples: the Hiller Flying Platform and Hiller Coleopter.

Stan Hiller was a friend of mine until his death a few years ago. He related some very entertaining stories to me. You may find this interesting as it relates to glow engine modeling and aviation. Stan Hiller was a real aviation pioneer. He began pushing the envelope at a very young age. After constructing a unique glow engine model racecar that propelled itself around in a circle, people began to ask him to build one for them. Get this, by the time he was only 17 years old he was making \$300,000 per year manufacturing the *Hiller Comet*, now a serious collector item.

Stan sold the model car business and used this money to fund the building of the first helicopter ever seen in the western United States. The young Stan Hiller built this helicopter during war time restrictions using scavenged parts. The design was unique. It had two counter rotating main blades and no tail rotor. This was the first use of a coaxially inspired helicopter. He called it the Hiller XH-44. The 44 stands for the year it first flew. He is all of 20 years old and now finds himself with a fledgling helicopter company to build. Mr. Hiller told me a funny story about that first helicopter XH-44. He tested the helicopter inside of a small automobile repair shop where it had been made. The landing gear was fixed to the cement floor so it could not lift off the ground. When Stan hit the collective pitch, it sucked in all of the skylights and rained glass down. He said to me, "At that moment, I knew we had a winner!" He added later, "If you want your future in-laws to like you, do not land in their back yard in a homemade helicopter."

The 1955 Flying Platform used a twin engine counter rotating ducted fan arrangement. The pilot simply stood on top and leaned in the direction he wanted to go. A "flying carpet ride" would describe its appearance in flight.



Working alone in a small shop located at my home, I have constructed several replicas of historic aircraft including the Flying Platform and Coleopter shown in the accompanying photos. Regarding the Hiller Flying Platform, notice the generously curved surface on the fan duct. It is interesting that this curved intake actually provides 45% of the lift. I had to search pretty hard to locate the proper engines. They are 4-cylinder opposed McCulloch engines that were originally used exclusively on WWII drones. The replica reminds me of a show motorcycle. For this reason, I couldn't help but add a little "bling" like polished aluminum and a shiny paint job.



I also built a full size advanced version of the Flying Platform called a Coleopter. This one was wild. It would take off vertically with the pilot standing on top shrouded inside a bullet shaped canopy. After takeoff, it would then translate to a fully horizontal position for fast flight. During this horizontal flight, the pilot would be laying on his belly with his head leading the entire aircraft. I guess this one might be described as a "Superman ride". The Coleopter was never tested in horizontal flight; I imagine they had difficulty finding a willing test pilot. Construction method of both replicas is similar to RC modeling; however, these big guys used more aluminum and way too much sanding of fiberglass!



# Do You Know How To...?

## Electric Airplane Kill Switch programming by Rick Burgess



Anybody that has flown electrics knows that one of the big differences from glow is the fact the motor is HOT as soon as you plug in the battery. All it takes is a simple and accidental movement of the throttle stick and the engine takes off. Hopefully, when this happens you don't have your skin within the props reach. There are a couple of ways to fix this issue.

- **Arming Switch** - One way is to purchase an arming switch which is made up of a plug and receptacle. One of the battery wires is soldered onto the receptacle and as long as the arming plug isn't plugged in, the battery circuit is open and nothing will work even though the battery is plugged in. The advantage to this is simplicity. You can plug in your battery and the motor won't run until you take the airplane out to the taxiway and then arm it. You can also take out the arming plug after landing and not worry about the motor running. I've used an arming switch and they work great!
  - The disadvantage is weight. The arming switch isn't small or lightweight and doesn't work well in small foamies.
  - It costs money. Yeah I know, something that provides this much safety should be free.
  - When the plug isn't installed, there is no power to anything so you can't set up any controls unless the plug is in place and then the motor is HOT! However, when setting up controls, simply unplug one of the motor wires that attaches to the ESC and that problem is solved.
- **Programming a TX motor kill switch** – Many of the TX's today can be programmed to set up a kill switch. In other words, when the programmed switch on the TX is 'ON', the motor is hot and will work normally. When the switch is 'OFF', the throttle stick is disabled and no matter what you do with the throttle stick, the motor won't run.
  - The disadvantage is the motor still has power and programming a kill switch doesn't help in the case where an ESC has a problem and fires up the motor. However, this is a rare case and I wouldn't worry about it.
  - The advantage is it stops the problem with accidentally bumping the throttle. It's safer carrying the airplane with the throttle disabled especially when the pilot is carrying the airplane and the TX at the same time.
  - It's free AND really improves safety with electrics.

The obvious question here is "How do I program a kill switch on my TX?". The answer is...it depends on your TX. Unfortunately, it can't be programmed on all TXs. I've programmed a kill switch for the Futaba 10C, 7C and JR X9303. With the upper end TXs, it's really simple using the "Throttle Curve" function. The TXs that have a throttle curve function have the ability to have two switchable throttle curves. Simply get into the throttle curve function and set the switch you want to use as the kill switch and set one of the throttle curves as all zeros. In other words, flat line the throttle when the switch is in the "kill" position. This is what I did on the Futaba 10C and the JR X9303. The Futaba 7C (and 9C) is a little different.

On the 7C, I had to set up a throttle->throttle mix or I should say a channel 3 to channel 3 mix with a rate of -100% and an offset of -100%. Bruce and I programmed his 9C in a similar manner, but some of the parameters were a little different. The point here is it may take a little playing with the parameters in your TX to get this to work but the effort is well worth it. Bruce and I love the kill switch. I especially use it since I was an electric motor victim when I was working on an electric glider in the shop and accidentally bumped the throttle and my skin was within the props reach (ouch!).

I tried to set this up on a Futaba 6EX, but I was not successful. Like I said, not all TXs can be programmed for a kill switch. If you want to set up a kill switch, feel free to get a hold of me if help is needed.



# FLIGHT INSTRUCTION REPORT



Bruce and Rick Burgess, James Fredricks and Jason Westlind



Bruce Burgess



Rick Burgess



James Fredricks



Jason Westlind

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 AM club website: [www.BAMRC.com](http://www.BAMRC.com)

You'll probably notice that we've added a new instructor. A lot of you already know him but Jason Westlind is now an official club instructor. He has been at the field and has regularly been giving instruction and "discovery flights" to interested visitors.

**Jason's other "hobby" →  
Would you trust your  
plane to this man???**



At a recent meeting of the officers, it was decided to establish a scheduled training day so people could plan on making arrangements for a regular training schedule. The "scheduled" flight training day is the first Saturday of each month, . . . . .weather permitting of course. Additional training sessions can still be arranged by contacting any of the instructors but we plan on having instructors routinely there on the regularly scheduled training days.



Here we see Coltor Myers with his dad and president, Waldemar Frank, assembling and setting up his newly acquired Hobbico Nexstar. Coltor has been out to the field several times and usually is flying his electric powered glider. Coltor is also a member of the Summit High School RC flyers and flies with them every Thursday afternoon. I think (hope) we will see Coltor and his dad's name on our roster in the near future. With Waldemar's (and his wife Marissa and daughter Miriam's) efforts, there is a lot of participation at the Summit High group and we are starting to see some of that group join our club. It will be nice to see some youth out at the field.

# MEMBER SPOTLIGHT

by Andy Niedzwiecke



This month spotlights Bill Hand and his love of “Old Timers” He talks a lot about them and when a new project is mentioned at a club meeting, he always suggests something to do with old timers. He can be seen flying them at the field so if you want a treat, come out sometime and watch Bill and his “oldies but goodies” Bill can’t build anymore due to fumes from adhesives but that hasn’t stopped him from enjoying the hobby. Here’s Bill’s story in his own words....Thanks Bill!!



My renewed affair with model aviation began five years ago with a friend giving me a cardboard box full of balsa wood, a few pieces of wire, a strip of celluloid, and some full size plans for a 55” version of a plane called “Quaker”. The box, from Midway Models, describes the Quaker as *“the Quaker from 1936. Old-timer free flight for R/C or F/F flying. Developed by Dick Mathis from a 1936 design by Paul Karnow, originally kitted as the ‘Megow’s Gas Model’.*

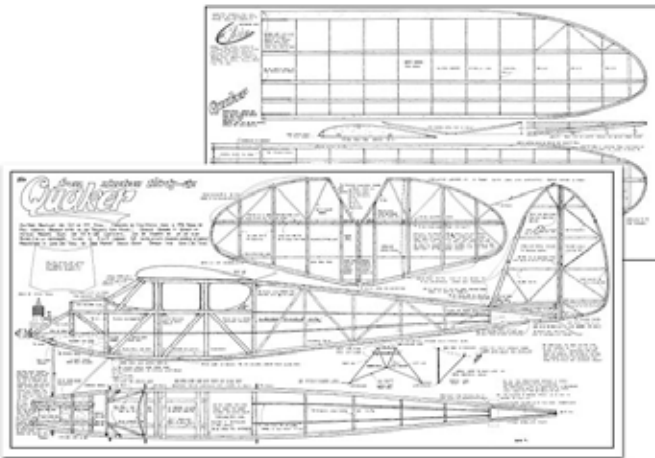
I fell in Love!

It took me about 20 evenings to finish the model. The picture above was taken the day of the “maiden flight” As built for RC, Quaker is a three-channel plane; basically a powered glider.

It is very forgiving to fly (a requirement for me), and with the right air, Quaker can stay aloft for hours. I flew this plane for about 2 years, finally losing her to a structural wing collapse caused by overstress during a tight turn in a strong wind. Not enough bracing. *(Very graceful vertical spiral coming down with a spectacular face plant at ground contact...damn gravity!).*

My current Quaker is a 36” version, built by a friend in the SF Bay Area. At 90 years, with failing vision, he has not been able to continue in the hobby. As a career “key grip” in the motion picture industry, he is a craftsman. I feel fortunate to have inherited one of his efforts.

Bill Hand 3-12



# FEBRUARY 2013 MEETING SHOW & TELL



James Fredricks brought his "Charger" in to show the members at February's club meeting. He says this is his third Charger and it is equipped with a 450 class electric motor. Of course we are used to seeing James hover these planes at the field.



Andy Niedzwiecke brought his Top Flite Mini-Contender to the February meeting for Show and Tell. The following weekend this plane was successfully maiden.

Jim Young is a member of BAM and the La Pine RC Flyers. He lives in La Pine so it is somewhat difficult for him to make our meetings. Last year he received an airplane at a monthly meeting of the La Pine club, built for him by Tom Schramm which is in the color and markings of an Ercoupe that Jim owned in the 1950's. It was built from Zirolis plans and Jim ordered laser cut parts for it. It is powered by an OS120 4-Stroke and sits on Robart custom landing gear that are specifically designed for this plane.



◀ Jim being surprised at the club meeting with his new Ercoupe in the markings of his full scale airplane of the 1950's

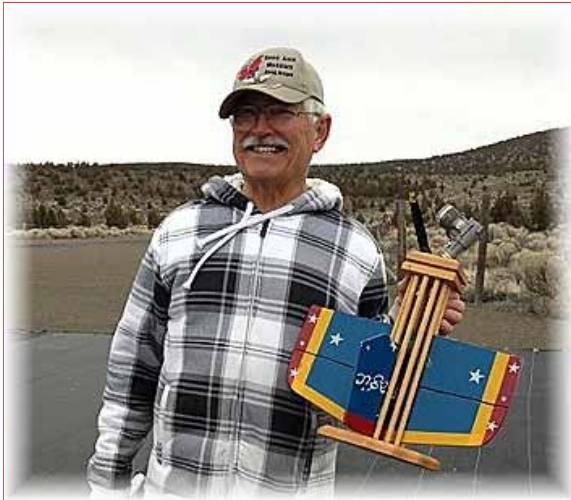
The day of the maiden flight. ▶ Test pilot Bernie Brader, owner Jim Young and builder Tom Schramm



◀ You really have to see this plane in person to realize what a beautiful airplane it really is. Jim is rightfully proud to own this plane.

# OBITUARIES

## Rest In Pieces



← WHILE THIS IS THE PLACE FOR PICTURES OF SOME OF OUR “ACCIDENTS” IT IS ONLY APPROPRIATE TO FEATURE AN IMAGE OF THE CRASH TROPHY OF THE MONTH WINNER. STEVE YOUNGER SEEMS VERY PROUD TO BE SPORTING THIS TROPHY AND, AT THE SUGGESTION OF ANOTHER MEMBER, BROUGHT THE TROPHY TO THE FIELD TO SHOW IT OFF. THERE WOULD HAVE BEEN OTHERS VYING FOR THIS TROPHY BUT A RECENT RULING OVER-RULES CONSIDERATION OF ANY CRASH OTHER THAN THOSE OCCURRING DURING FLIGHT OR AT THE UN-PLANNED ENDING OF FLIGHT.

ON A RECENT FLYING WEEKEND DARRELL LOVELAND AND HIS DAUGHTER LUCIA CAME OUT TO THE FIELD TO GIVE “LUCIA’S” PLANE, A HOBBYZONE SUPERCUB , IT’S MAIDEN FLIGHT. AFTER ASSEMBLING THE PLANE AND CHECKING IT OUT DARRELL, THE TEST PILOT, TOOK TO THE AIR WITH LUCIA WATCHING EXCITEDLY AS “HER” PLANE TOOK FLIGHT. DARRELL STARTED HAVING DIFFICULTY SHORTLY INTO THE FLIGHT AND ALL OF A SUDDEN THE PLANE MADE AN UNEXPECTED LANDING PERPENDICULAR TO THE GROUND. WHEN WE WALKED OUT TO RETRIEVE THE CORPSE, DARRELL STATED “IT WASN’T MY FAULT”! NOW WHERE HAVE WE HEARD THAT BEFORE? IT’S FIXABLE!!!



← TOM STAFFELD BROUGHT OUT A COUPLE OF PLANES TO THE FIELD THAT HAD NOT BEEN FLOWN IN AWHILE. NOW THOSE THAT KNOW TOM KNOW THAT HE LIKES SPEED. HE ALSO LIKES HIS OWN DESIGNS AND WE HAVE SEEN A COUPLE OF THEM “SCREAMING” AROUND THE FLIGHT PATTERN OCCASIONALLY. WELL TOM BROUGHT OUT THIS BRIGHTLY COLORED BIRD AND THE EXPECTATIONS WERE HIGH FROM ALL OF US BECAUSE IT LOOKED LIKE IT WAS GOING FAST JUST SITTING IN THE PITS. HE TOOK OFF AND WAS DOING SOME MIGHTY FANCY FLYING WHEN ALL OF A SUDDEN A STRANGE SOUND WAS HEARD BY ALL IN ATTENDANCE. WHEN WE TURNED AROUND ALL WE COULD SEE WAS THIS AIRPLANE HEADING STRAIGHT FOR THE GROUND AT FULL THROTTLE. THOSE THAT WENT OUT TO RETRIEVE THE “PIECES” DESCRIBED THE AREA AS A 40+ FOOT DEBRIS FIELD WITH AIRPLANE PARTS EVERYWHERE.....EVEN IN THE NEARBY TREES. NOW, NOT WANTING TO INFLUENCE THE VOTE IT HAS BEEN A LONG TIME SINCE WE’VE SEEN A CRASH LIKE THIS ONE!



IT SHOULDN'T REQUIRE A VOTE TO MAKE THIS THE MONTHLY CRASH TROPHY WINNER!

# BAM Bulletin Board



I think I've got it James...Mine was the yellow one.....right?

Sure glad we're sittin' this one out!

Coltor just hand the controller to James, I have the yellow one, yours is white!!!



Waldemar, I have the white one, you have the blue one and Coulter's is red.....where did the yellow one come from?

Coltor...Just please give me the controller.....!!!!