

# Bend Aero Modelers



## *Flight Report*

JANUARY 2015

A Salute to our "Captain," **Waldemar Frank**. His dedication, commitment and leadership to our club and to R/C Model Aviation has been felt and appreciated by so many over the last several years. Serving as our President from 2010 through 2014, Waldemar gave a tremendous amount of his time and resources so that all of our members could enjoy a great club like Bend Aero Modelers. Thank You Waldemar!



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## Next Meeting

January 28, 2015

6:30pm at Jake's Diner

Food available

Comer early to visit and



# FROM THE PRESIDENT



## Message from the President



Dear Members & Interested Readers:

As I assume the position of President, I want to first offer my sincere thanks to Waldemar Frank. Waldemar's leadership over the past four plus years has resulted in a flying club that is both fun to be a member of and a club that has a healthy vision for growth. Under Waldemar's leadership, we have seen field improvements; including entryway, clubhouse and pit concrete slabs, an awesome safety fence and interior clubhouse improvements. Additionally, Waldemar was responsible for negotiating a new 20 year lease with the Bureau of Land Management. On top of all of this, Waldemar will continue to offer his leadership to BAM as our Vice President. THANK YOU WALDEMAR!

As your President for 2015, I am excited about our future as a club, but I am more excited about serving all of the members of BAM. Though I have been associated with this club for only three years, I have developed some very close friendships with many members. It has been a joy to fly with so many of you over these past three years. I wouldn't be where I am today as a pilot if it weren't for the help from so many of you. I have learned a ton about this hobby and I know that I will continue to learn more and more from all of you "seasoned" veteran pilots and modelers.

As we embark on a new year, I am confident that we will see our membership continue to grow. I have already corresponded with a number of people interested in taking a closer look at R/C flying and BAM. Some of those folks interested in taking a closer look, came to us via the COCC Community Learning class (Learn To Fly R/C Model Airplanes). We had nine students and all nine are interested in moving forward with R/C flying. The class concluded last week and we have already committed to another class in April. You can read more about the success of our class by reviewing the article that is included in this newsletter.

Finally, I look forward to our continued interest in improving and maintaining our flying field. Earlier in January I sent out an email to all of our members requesting their input on what improvements/maintenance they would like to see over the course of the next five to ten years. I received a fair amount of feedback and will be presenting this information during our club meeting on January 28th. It seems that runway maintenance is on the top of the list for 2015. The proposed budget for 2015 will include an amount for runway maintenance. I look forward to discussing these issues in more detail during our club meeting.

Happy Flying! Greg McNutt

## 2014 BAM Christmas Party

By Waldemar Frank

On December 6<sup>th</sup>, 2014 we gathered to celebrate our annual Christmas party. It is also our way to close out the year and enjoy the company of our fellow flyers and their families one last time before taking a short break and tran-



sitioning into the New Year.

This year we had the opportunity to hold the Christmas party at Bob Reed's hanger at the Prineville airport. Bob is a neighbor of Greg McNutt's who has mingled with our members at the field and at some of our fly-in camping trips such as this last October at Schaub Lake, OR (near Fort Rock).



For me personally, two things always stand out about our Christmas party: Great company in a relaxed atmosphere and—of course—great homemade food and recipes that are shared with everybody. This year's Christmas party was no exception and it was fantastic to taste a variety of different lasagna recipes, a wide range side dishes, and outstanding desserts. We actually have gotten really good at this and

our many helpers make it an almost military operation regarding the precision and speed at which we set up and clean up afterwards.

Bob's hangar was perfectly suited for hosting such an event and we were very thankful for his generous offer to welcome us. He has converted his hangar into an actual living space equipped with a fully furnished bathroom, office space, and kitchen.

Greg did a nice job providing entertainment during the party by setting up a multimedia station that played music and a slide show highlighting last year's club activities. The







ambience was perfect for a wonderful get-together. Moreover, several members were treated by Bob to rides in his Bonanza prior to our dinner as people were still gathering.

Overall, our 2014 Christmas party was a success and a reflection of another great flying season. We look forward to 2015 and are excited about the great camaraderie and making further improvements to our flying site.

See you at the field!

Waldemar



## Sumpter Valley Depot – A New and Old Hobby Shop in Bend

By Jon Putnam

Meet Nick Modjeski and Sumpter Valley Depot, a full line hobby shop in Bend that is both old and new.



One reason you might not know about Sumpter Valley Depot is that it's a little hard to find, but you can find it at 56 SE Bridgeford Blvd, Suite 120 in Bend. If you need directions, give Nick a call at 541-382-3413 or check out the web site (which is still under construction) at [www.sumptervalley.com](http://www.sumptervalley.com).

Sumpter Valley Depot that you'll see today is the legacy of Nick's father, Joe, who started the company in 1977, thirty-seven years ago, an old hobby shop by Bend standards. Until now, it was mainly a mail-order company. When Joe Modjeski passed away in 2013, Nick moved up from California to keep the business going. In California, Nick had served in the Marines and then worked for Union Pacific Railroad.

I met Nick in the middle of a snowstorm as he and I were trying to get our winter tires mounted. His truck had "Sumpter Valley Depot. A Full-Service Hobby Shop" painted on it so I asked him where

it was. He gave me his card and I checked out the company web site.

My first take was that this was originally a model train store that had recently branched out into planes and other forms of RC. Nick says this is only partially true. While his dad was a major importer and vendor of brass locomotives and other train equipment, he was also a prolific builder interested in every category of modeling, including airplanes, boats, and cars as well as trains.

Sumpter Valley is also a local vendor of robotics to educational institutions. A visit to the store will convince you of the breadth of products they stock.



It will also convince you of his father's building expertise. On display are several giant scale aircraft hanging from the ceiling, a sub-chaser so big that you could almost take down the Deschutes River, and lots of RC car and train gear.



That's an ambitious goal and one I told him I would put off until he has mastered the basics on the Horizon Apprentice.

Sumpter Valley carries kits and ARFs from Sig, Horizon, Great Planes as well as fuel, hardware, engines, and motors. As you might expect they have a display case full of 1/4 scale mills like Zenoas.



According to Nick, offsite there is also a multi-vehicle garage jammed with other giant scale planes and kits. In the future Sumpter Valley Depot plans on holding an auction to sell off the collection so stay tuned for that event.

Nick was raised on and around modeling but is only now getting back into it. While his three primary focus areas are to get the business running and stable, improve the web site and order in more product, Nick is also very keen to learn to build and fly. For the last few months he has practiced improving his flying skills on a Horizon Apprentice with Bruce Burgess in Redmond and plans on becoming a BAM member. He really likes 1/4 and 1/3 scale planes and has a goal of flying a Zirolu B-25 Mitchell bomber his dad built.

If you are into cars, trains, and boats they have those as well. Nick says their goal is to be competitive in the hobby space and match online pricing.

Sumpter Valley Depot's hours are Tuesday-Saturday, 11AM to 8PM and Sunday 12 Noon to 4 PM. They are closed Mondays.





## The Flying Heritage Collection: Paul Allen's Money Well Spent Preserving Historic WWII Aircraft

By Jon Putnam



If you like scale aircraft or real aircraft and have time and the means to travel then you should be aware that the Northwest is blessed with many great airplane museums including those in Madras, Hood River, McMinnville, Vancouver, Olympia, Port Townsend, Seattle and Everett. On a very wet week-end in early January I was lucky to have time to visit the Flying Heritage Collection (FHC). This is Microsoft founder Paul G. Allen's great tribute to aircraft of WWII and comprises rare examples from Germany, Japan, Russia, the U.K., and the USA. The FHC opened in 2004 and was originally at the Arlington, Washington airfield. In 2008 it moved to a newly renovated historic hangar located at Paine Field in Everett and in 2013 FHC added a 22,000 square foot expansion hangar. All the collection appears to be under roof which I was very glad of as it was pouring down rain the entire time during my 3 hour visit. Tickets are reasonably priced at \$14 or \$12 for seniors. If you are into tanks, the collection also includes numerous examples of tanks and other military fighting vehicles. During the summer months, the museum also has Fly Days during which you can see

most of these historically famous planes take to the air. Check the FHC website at <http://www.flyingheritage.com/> for dates. One docent I talked to said he got to know about the museum when one evening a perfectly gorgeous P-47 buzzed over his head as he drove down the freeway and he wondered where it had come from. Let's take a look at where these great planes did come from and what is in the collection.

### German Aircraft:

If you like rare German WWII airplanes then the FHC is the place for you. As you walk in the door the first thing you see is a Focke-Wulf FW-190 A5 that was recovered, untouched, from a swamp outside of Leningrad. It's the only flying A model with the original BMW 801 engine in the world ... and they do fly it during Fly Days. This one is certainly on my list to see in the air.



Two doors down from it on the same aisle is one of the rarest of the rare, one of only three long-nosed FW-190 Doras in the world, the other two being in Dayton and in Berlin. This is my all time favorite plane and I have been lucky enough to see both US examples. In fact, I have now seen the FHC Dora, the only D-13 of the three examples, in three different museums. It was originally the first thing you saw when entering the Champlin Museum which was in Mesa, Arizona until it closed 2003. I was once allowed into that museum early and crawled all over and under the Dora shooting slides and video. When the Champlin Museum closed the most of the collection was sold to the Boeing Museum of Flight in Seattle at Boeing Field. The Dora was temporarily on loan at that facility, its price sticker being more than the Museum of Flight could afford. Paul Allen had the money, bought it and this great plane is now in Everett. Because the Dora is so rare, the FHC does not fly it during Fly Days but still, just sitting on the floor, that menacing nose with the green and white spiral spinner (see first photo in story) protruding from it, it really looks stunning... almost like it is moving just sitting on the concrete.



Rounding out the German part of the collection is a Messerschmitt ME-109 Emil and a Feisler Storch. The ME-109 had the engine off it for maintenance during my tour. They really do fly these and need to maintain them.



Not to leave the German iron too quickly, there is also a corner of this hanger I referred to as the corner of death as everything in it either killed the test pilots or was a missile to kill people on the ground... or both. It includes a gorgeous Messerschmitt ME-163B Komet, a rocket powered plane that was known for killing or disfiguring many test pilots, the latter group including Mackey Steinhoff.







Next to the ME-163B is a V1 as well as an aircraft called a Feisler F-013 which was basically a V-1 pulse-jet powered rocket with a cockpit. According to the FHC it was never flown operationally but hey, you can now buy a motor much like a Dyna-Jet so this could be a modeling possibility.

### **Russian Aircraft:**



Sandwiched between the two prime examples of the genius of Focke-Wulf designer Kurt Tank is an adversary, a Russian Polikarpov I-16 Type 24 Rata. This little radial engine buzz bomb took on the German ME-109s with good success during the Spanish Civil War though it was considered obsolete by the time WWII Began.



Just check out that big radial. You can only imagine with these short moments and all that torque what it must have been like to fly this plane.

If you like Russian airplanes another one quite near the Rata holds the record of being the plane most built during WWII, the Ilyushin Il-2M3 Stormovik. It's a lethal looking Russian tank buster and ground attack aircraft, famous for both its rugged construction and its equally rugged female tail gunners.



Another Russian airplane in the collection (for which there are some excellent model plans) is a Polikarpov U-2/Po-2.



It's a neat looking training biplane with colorful markings which like the Stormovik holds a record as the most produced biplane in history.

British Aircraft:

This collection includes a Mosquito which was not on display. Across the aisle from the two Focke-Wulf fighters is a Supermarine Spitfire Mk.Vc. This is a Battle of Britain era Spit.



On the same floor is a Hawker Hurricane Mk.XIib which was not as good a fighter as the Spit but reputed to be a very good gun platform. While the Spitfire took on the ME-109s the Hurricane went after the bombers during the Battle of Britain.



Japanese Aircraft:

The FHC has four Japanese aircraft, three Mitsubishi Mitsubishi A6M Reisen (Zeros) Two of these are in pretty bad shape but the two-seater example below (supposedly converted to its two-seat configuration by Russians after the war) is a gorgeous airplane.



The other Japanese plane, like several in the FHC collection, is the only one in the world, a Nakajima Ki-43 Hayabusa Oscar.





The Japanese created rigid boundaries between planes, like the Zero, used by the Navy, and planes like the Oscar, used by the Army. The Oscar was a master dog-fighter and used extensively from the China conflict to the end of the war.

### **American Aircraft:**

The USA is well represented and as most of these planes were undergoing maintenance or inspection I assume they are flown quite a bit in Fly Days. They include a Curtiss P-40C Tomahawk, Grumman F6F-5 Hellcat, this North American P-51D Mustang ...



... and this Republic P-47D Thunderbolt.



One of my favorites, though not a WWII fighter is a Curtiss JN-4D Jenny, a WWI military trainer used extensively for barn-storming after the Great War.



FHC says this is the finest of its kind left in the world and I have no reason to doubt that claim.

Lastly, the FHC owns this very nice North American B-25 Mitchell, the plane made famous in 30 Seconds over Tokyo, the Doolittle Raid. I've always admired this plane and even own an old solid body Berkeley u-control kit of it.



I hope this gives you some idea of what a great collection the Flying Heritage Collection is and why it is well worth your time if you are in the Seattle area to make the trip 20 miles north to Everett to see it. You won't regret it.

**END**



## Learn To Fly R/C Model Airplanes— Central Oregon Community College Community Learning

By Greg McNutt

Waldemar Frank and I just concluded our first class on R/C flying at COCC's Community Learning Center and it was a great success. Paul Stennett, from the Commu-



nity Learning Center contacted us a few months ago and wanted to talk with us about teaching a class on R/C Flying. Waldemar and I jumped at the opportunity and quickly began preparing for the class. In the spirit of full disclosure, Waldemar took the lead on this and did an outstanding job preparing all of the presentation material. He produced 50 pages of material covering Safety & Regulations, Principles of Flight, Technology and Equipment & Flight Training. Waldemar was the primary instructor and did an outstanding job of presenting the material to the class. The class was designed as a seven hour course for a maximum of 10 students. We were hoping for a minimum of 4 students but 9 signed up and attended the class. All nine of the students attended every class and all nine had a great time learning about the hobby

and flying on the simulator. The college purchased 10 Phoenix Flight Simulators



from D's Hobbies and had them installed on all of the computers in the computer lab. All of the students were men and all expressed an interest in pursuing the model aviation hobby. Two of our students purchased or ordered Phoenix Flight Simulators after the very first class. One of the students purchased his simulator from D's Hobbies and admitted that he



practiced on the flight simulator for several hours between the second and third class. When we met for the last class on Saturday morning, Joe admitted that he stayed up until 2 AM flying on the simulator!

When I asked him if he wanted to continue with model aviation, he smiled and

field or at our next club meeting. To say that the class was a success, would be an understatement to be sure. We have already signed up for a second class (to take place in April) and are discussing a summer class as well. This is a great way to introduce the hobby to folks who have always thought about flying model airplanes, but didn't know how to get started. Based on our experience so far, I would say that we are going to be busy training new pilots in the near future.

Once again, Waldemar did a tremendous job preparing and presenting the material. It was easy to see that he has a passion for teaching folks about this great hobby.



said, "I'm hooked! I'm In!" Sound familiar? You can expect to meet Joe (and likely some of the other students) at the flying





# POPP'S FIELD SAFETY GUIDELINES



## POPP'S FIELD SAFETY GUIDELINES

*All pilots shall be current members of A.M.A. and B.A.M. Proof of current A.M.A. membership is required prior to flying at B.A.M.*

*Visiting A.M.A. pilots and new members of B.A.M shall receive a safety orientation prior to their first flight.*

*Pilots shall ensure safe flight operations in concordance with A.M.A. Safety Rules and these Field safety Guidelines.*

*Pilots shall ensure safe operation of their aircraft and associated equipment prior to use.*

*Pilots are encouraged to verbally enforce safe flying practices.*

*All guests, children, and pets shall be supervised by a B.A.M. member while inside the flying field and are encouraged to remain behind the pit tables.*

*All pilots shall restrain their aircraft during the start-up/arming process. This includes electrics.*

*Pilots shall never leave their aircraft unattended while the aircraft is running or armed..*

*Pilots shall only taxi aircraft in the specified taxi area and use caution while taxiing.*

*While flying, pilots are encouraged to remain 25 feet behind the closest edge of the runway, preferably behind a pilot station.*

# POPP'S FIELD SAFETY GUIDELINES



## POPP'S FIELD SAFETY GUIDELINES

*continued*

*Pilots only are permitted beyond the flight line (e.g., to retrieve an aircraft)*

*Landing aircraft have the right of way. Dead-stick landings shall be announced as such and given full priority.*

*Pilots shall communicate any aerobatic maneuvers such as, low passes, touch and go's, and hovering directly near or above the runway.*

*Pilots shall not take-off or land on the taxiways.*

*A maximum of five (5) aircraft is allowed in the air at one time. This includes helicopters and micros.*

*Pilots shall call all maiden flights prior to flight. All other aircraft shall be grounded throughout the entirety of the flight.*

*Hand launches shall be performed approximately 25 feet from the edge of the runway closest to the pilots' station.*

*Pilots using AM/FM radio equipment shall have the appropriate frequency pin attached to the transmitter antenna whenever the radio is in use.*

*R/C cars and other surface vehicles are prohibited anywhere inside the flying field.*

*Smoking is prohibited anywhere inside the flying field and shall be carried out in a safe and respectful manner in the parking lot.*

*The consumption of alcoholic beverages before or during flight is prohibited.*



# Academy of Model Aeronautics National Model Aircraft Safety Code

Effective January 1, 2014

- A. **GENERAL:** A model aircraft is a non-human-carrying aircraft capable of sustained flight in the atmosphere. It may not exceed limitations of this code and is intended exclusively for sport, recreation, education and/or competition. All model flights must be conducted in accordance with this safety code and any additional rules specific to the flying site.
1. Model aircraft will not be flown:
    - (a) In a careless or reckless manner.
    - (b) At a location where model aircraft activities are prohibited.
  2. Model aircraft pilots will:
    - (a) Yield the right of way to all human-carrying aircraft.
    - (b) See and avoid all aircraft and a spotter must be used when appropriate. (AMA Document #540-D.)
    - (c) Not fly higher than approximately 400 feet above ground level within three (3) miles of an airport without notifying the airport operator.
    - (d) Not interfere with operations and traffic patterns at any airport, heliport or seaplane base except where there is a mixed use agreement.
    - (e) Not exceed a takeoff weight, including fuel, of 55 pounds unless in compliance with the AMA Large Model Airplane program. (AMA Document 520-A.)
    - (f) Ensure the aircraft is identified with the name and address or AMA number of the owner on the inside or affixed to the outside of the model aircraft. (This does not apply to model aircraft flown indoors.)
    - (g) Not operate aircraft with metal-blade propellers or with gaseous boosts except for helicopters operated under the provisions of AMA Document #555.
    - (h) Not operate model aircraft while under the influence of alcohol or while using any drug that could adversely affect the pilot's ability to safely control the model.
    - (i) Not operate model aircraft carrying pyrotechnic devices that explode or burn, or any device which propels a projectile or drops any object that creates a hazard to persons or property.  
Exceptions:
      - Free Flight fuses or devices that burn producing smoke and are securely attached to the model aircraft during flight.
      - Rocket motors (using solid propellant) up to a G-series size may be used provided they remain attached to the model during flight. Model rockets may be flown in accordance with the National Model Rocketry Safety Code but may not be launched from model aircraft.
      - Officially designated AMA Air Show Teams (AST) are authorized to use devices and practices as defined within the Team AMA Program Document. (AMA Document #718.)
    - (j) Not operate a turbine-powered aircraft, unless in compliance with the AMA turbine regulations. (AMA Document #510-A.)
  3. Model aircraft will not be flown in AMA sanctioned events, air shows or model demonstrations unless:
    - (a) The aircraft, control system and pilot skills have successfully demonstrated all maneuvers intended or anticipated prior to the specific event.
    - (b) An inexperienced pilot is assisted by an experienced pilot.
  4. When and where required by rule, helmets must be properly worn and fastened. They must be OSHA, DOT, ANSI, SNELL or NOCSAE approved or comply with comparable standards.
- B. **RADIO CONTROL (RC)**
1. All pilots shall avoid flying directly over unprotected people, vessels, vehicles or structures and shall avoid endangerment of life and property of others.
  2. A successful radio equipment ground-range check in accordance with manufacturer's recommendations will be completed before the first flight of a new or repaired model aircraft.
  3. At all flying sites a safety line(s) must be established in front of which all flying takes place. (AMA Document #706.)
    - (a) Only personnel associated with flying the model aircraft are allowed at or in front of the safety line.
    - (b) At air shows or demonstrations, a straight safety line must be established.
    - (c) An area away from the safety line must be maintained for spectators.
    - (d) Intentional flying behind the safety line is prohibited.
  4. RC model aircraft must use the radio-control frequencies currently allowed by the Federal Communications Commission (FCC). Only individuals properly licensed by the FCC are authorized to operate equipment on Amateur Band frequencies.
  5. RC model aircraft will not knowingly operate within three (3) miles of any pre-existing flying site without a frequency-management agreement. (AMA Documents #922 and #923.)
  6. With the exception of events flown under official AMA Competition Regulations, excluding takeoff and landing, no powered model may be flown outdoors closer than 25 feet to any individual, except for the pilot and the pilot's helper(s) located at the flightline.
  7. Under no circumstances may a pilot or other person touch an outdoor model aircraft in flight while it is still under power, except to divert it from striking an individual.
  8. RC night flying requires a lighting system providing the pilot with a clear view of the model's attitude and orientation at all times. Hand-held illumination systems are inadequate for night flying operations.
  9. The pilot of an RC model aircraft shall:
    - (a) Maintain control during the entire flight, maintaining visual contact without enhancement other than by corrective lenses prescribed for the pilot.
    - (b) Fly using the assistance of a camera or First-Person View (FPV) only in accordance with the procedures outlined in AMA Document #550.
    - (c) Fly using the assistance of autopilot or stabilization system only in accordance with the procedures outlined in AMA Document #560.
- C. **FREE FLIGHT**
1. Must be at least 100 feet downwind of spectators and automobile parking when the model aircraft is launched.
  2. Launch area must be clear of all individuals except mechanics, officials, and other fliers.
  3. An effective device will be used to extinguish any fuse on the model aircraft after the fuse has completed its function.
- D. **CONTROL LINE**
1. The complete control system (including the safety thong where applicable) must have an inspection and pull test prior to flying.
  2. The pull test will be in accordance with the current Competition Regulations for the applicable model aircraft category.
  3. Model aircraft not fitting a specific category shall use those pull-test requirements as indicated for Control Line Precision Aerobatics.
  4. The flying area must be clear of all utility wires or poles and a model aircraft will not be flown closer than 50 feet to any above-ground electric utility lines.
  5. The flying area must be clear of all nonessential participants and spectators before the engine is started.