



# Bend Aero Modelers

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## FLIGHT REPORT

**MARCH 2024**

**Cover photo courtesy of member Jeremy Flaxel**



A little bit of history for you to enjoy. In 2014 when Tom Rainwater was a new member he brought in a tugboat that he built complete with motor sounds, bells, whistles, horns and smoke all remote controlled....Awesome!

## NEXT MEETING

March 27, 2024

6:00 pm at Black Bear Diner

Food available  
come early to visit and eat.



# FROM THE EDITOR



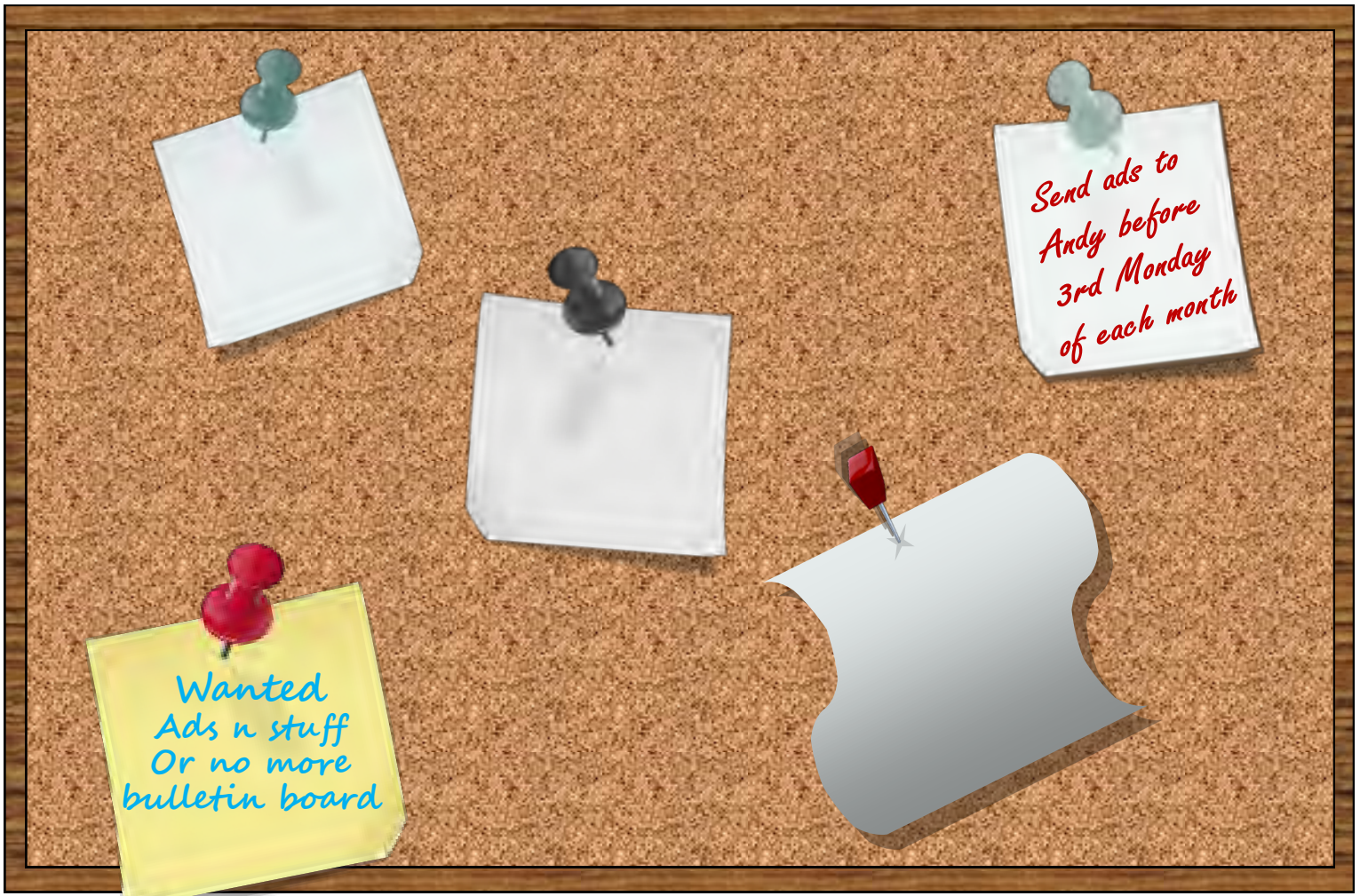
by Andy Niedzwiecke

Hi all!

Here it is, another issue of the Flight Report and I was a little behind this month so it is not as complete as I wanted but I hope it's enough to keep you entertained. Before I forget, I wanted to congratulate Tom Schramm and Steve Younger for their award of lifetime membership in BAM. This is the first year of this award and it is for a long period of dedication and hard work to promote and maintain our club and it's flying site. These two really deserved this honor. You see below, a representation of the Bulletin Board I used to post in this publication for people that have something to sell or trade. Just a very short blurb that will fit on a post-it will sometimes help to sell or find something you or someone else needs. Safety fence repair will take place soon as our present fence is deteriorating at a rapid rate. Cheers until next time.

*Andy*

## BAM Bulletin Board





# FROM THE PRESIDENT



by Bill Broich



I hope all of you are doing well this winter. The cold, snow and wind has been frustrating when you really want to get out and get some flying in. I have managed to find windows of opportunity a few times so far this year. With Spring just around the corner, better weather should be arriving soon.

I want to extend my personal congratulations to Tom Schramm and Steve Younger as the first members into the BAM Emeritus status. Both are truly deserving.

In the process of considering who to extend the designation to, I reached back to some of the Newsletters from before I joined the club. If you have some time while online, instead of hunting down the latest You Tube video, check out some of these gems from the past. You can easily find them on our club's website.

While looking through some of these it really struck me that this club has come a long way. A lot that we take for granted only happened from the hard work and vision from many early members. Some have moved on, but many are still active members. I am going to make a real effort to let these individuals know how thankful I am for their contributions to what we now have.

One thing I did discover is I can't find a record of our club meetings. I have digital copies of the minutes from 2024, 2023, 2022, but only a few from 2021, and none from years prior. If anyone has those, I would like to add them to the collection. Long term we need to decide on a repository for these. Maybe as part of the section where the previous Newsletters reside?

I am probably the luckiest President this club has ever had. So much has been done by so many others, that I just hope to not screw it up. I only see minor projects this Spring. The safety fence is deteriorating much faster than expected, so that is my current priority. Once the fabric that blew off is dealt with, some of the "gullies" adjacent to the runway will need to be filled in. Beyond these and regular maintenance we should be good.

Thanks for reading this. I wish for warm weather and calm winds to all.

Bill

FIELD OF DREAMS CLUB EVENT

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# RC Airplane Swap Meet

**Saturday, April 13th**

**9:00 am to 2:00 pm**

Tables Available, No Charge

Location:

**Field of Dreams**

**Club Field**

**Redmond, Oregon**

# AT THE FIELD



Typical armchair flying at the field when it is either too windy, too cold or just too much good BS going around. Still a good day at the field!



Darrell helping Terry McDaniel get his T28 ready for a flight.



Darrell Loveland has joined the electric side of things, at least with one plane. It is a Skywing Slick 360. 48 inch wing-span PNP version. It has quick connect wings and slide latch on canopy. It runs on 6S 1800mah batteries and gets an good 5 min flight time.....It took you long enough to join the electric's Darrell!



Bill Broich on the maiden take off roll of his new 90mm F16. This is a big brother to the 70mm F16 he's routinely been flying at the field. The flight was a big success and the plane lives to fly another day. Good Job Bill!!!



# AT THE FIELD CONTINUED



My Turbo Timber Saturday after a hands-off, eyes-off inverted landing up in a Juniper. Lost power and then visual on final and it spiraled gracefully out of view behind the rocks beyond the runway's west end. Finally spotted it about 14 feet up in the tree. Busted off some dead tree limbs to reach up with and was finally able to pull down branches to where I could grab it. No damage to speak of. **Dennis McMahon**



# SHOP TALK



**Featured this month is member Tom Rainwater's shop. I have personally seen this shop and it is a real live functioning shop with almost everything imaginable in it.**



Air Compressor, bench grinder and lathe.



Front room of shop where I store planes ready to fly as well as badly behaved aircraft in timeout.



Metal lathe, vertical milling machine and bandsaw



Parts storage area as well as my drill press and sanders.



← Storage area for both assembled airplanes as well as wings. Also in this shot is my board of parts caused by going to the hobby shop without an accurate list.

# TIPS AND TRICKS

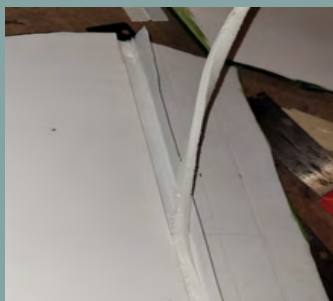


PROVIDED BY DENNIS MCMAHON

## One Approach to Keeping Your Nose Straight Down the Runway on Takeoff, etc.

By Dennis McMahon

With our beloved crosswind, I'm a steerable nosewheel and tailwheel aficionado. Here's one I used on the foamboard Flite Test Scout XL. It is built around bamboo strips for the trailing edge of the vertical stabilizer and the leading edge of the rudder, with the familiar old DuBro hinges. It would also be useable for balsa.



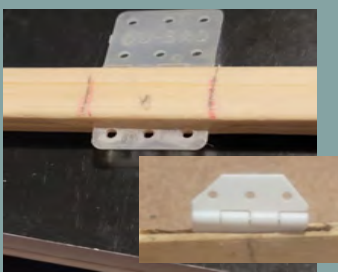
1. Slit the paper on one side of the foamboard along the hinge line and strip out the underlying foam on both sides.



2. Cut slits along the edges of the bamboo strips you'll apply to the two portions. I tried my DuBro hinge slot cutters; don't try it on bamboo, as you can see what happened to the tips. I have best success by placing the strip in my vise and cutting the slits with a No. 11 X-Acto blade.



3. Drill a hole in the rudder portion's bamboo strip and carve a shallow channel to accept the tailwheel's wire shaft. Bend the top of the shaft 90 degrees and insert it into the drilled hole, resting the shaft in the channel. You can attempt it by hand, but best to obtain a fly-tying bobbin and bind the shaft to the bamboo strip with thread and seal with CA.



4. You can cut the protruding ends of the hinges; I usually angle cut them per the inset for easier insertion; then, of course, CA them in place.



5. Replace the removed foam strips with bamboo, using CA.



6. Finally, replicate the lower portion of the rudder assembly with plywood. CA it to the lower portion of the bamboo strip. I've added some lightening holes



# TIPS AND TRICKS



PROVIDED BY DENNIS McMAHON CONTINUED

## *A Puzzle to Solve a puzzle? . . . Huh?*

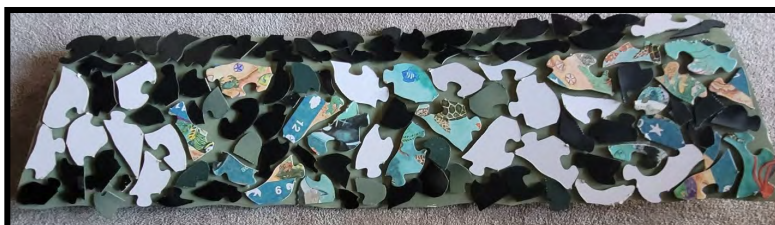
By Dennis McMahon

So, of course, I'm back in the process of building another Flite Test foamboard plane. They snagged me with a package deal plane/motor/electronics combo I couldn't pass up, listed as Simple Scout XL MKR2. The MKR2 means it's made of their white, not tan foamboard. The XL means they've scaled up the standard Simple Scout 37.5" wingspan to 54" with the necessary strengthening enhancements. It can be 3 or 4 channel, I will use all 4 of the 12g servos they include. They also provide a couple 12" props, further accommodating the 2814 Motor and the airframe growth.

As we know, white is usually widely visible, but not always. So I came up with the idea of a camo finish with some British WWI roundels. I'm not good with a spray can, but figured camo would be more forgiving, with a bunch of random shapes. Never having done camo, I realized I was *puzzled* as to how to proceed. In philosophical dealings, one technique is to answer a question with a question, so, why not pursue this subject that *puzzles* me with a *puzzle*? Of course! I bought a toddler's floor *puzzle* with its huge pieces as a suitable way to produce a modicum of camo appearance. I did a little initial fooling around to try to achieve some kind of result. I wanted to avoid having nothing but a combination of spraycan fuzzy blotches like you see now and then on some good o' boy pickups or rigid, hard-outlined shapes.

The tricky part is, in a sense, thinking backward to end up with shapes contrasting with the base color. On a length of freezer paper taped to a box, it seemed that spraying a base coat, some sections darker, some lighter, then placing the *puzzle* shapes randomly across the surface would be a way to set up. The shapes were a little bit large for the aircraft, so I cut them up with wavy strokes on my jigsaw. Then I oversprayed the darker colored sections with with lighter toned paint, and lighter sections with darker tones. This worked well, but I finally decided to simplify it to a camo green undercoat covered with the puzzle pieces and a black overcoat. I found it more effective if the pieces are held off the surface, so I used double-sided tape to affix small squares of foamboard to each one.

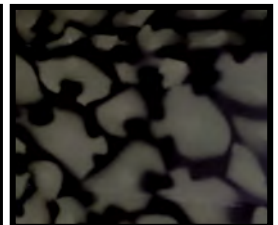
Hoped the removeable type of tape would work, but had to go with the permanent, which caused a bit of paint to stick the squares, necessitating some touch up. I think it looks kinda cool, and will bring the completed plane to the March meeting for Show and Tell.



*Random puzzle pieces on green basecoat.*



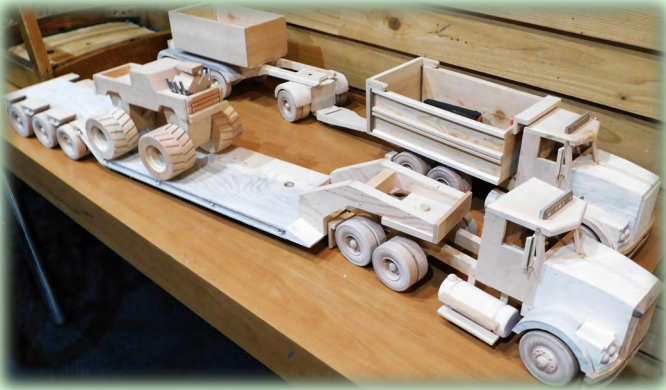
*Before*



*After*



# FEBRUARY 2024 MEETING SHOW & TELL



Dave Reiss brought some of his amazing wood working examples. If you have not seen some of his craftsmanship you are really missing out. These trucks were really awesome and he is doing more than one of each. He does a lot of wood toys and gives them to kids, who I'm sure enjoys them, I know we were certainly appreciative for him sharing his creations with us.



Dennis McMahon (king of foamboard flying machines), showed off some of his latest creations. Below he is describing some of his techniques. These creations are built from scratch and Dennis has to determine the electronics that will work with each individual endeavour. Very interesting stuff he comes up with. Thanks Dennis





# FEBRUARY 2024 MEETING SHOW & TELL CONTINUED



Andy Niedzwiecke brought his new 64mm Freewing F9F Panther EDF to show. It has optional landing gear and flies on 4S batteries.



The usual pre-meeting eating and bench flying session. We usually have a pretty good crowd that shares a lot of useful and not-so-useful info. This meeting we had a good count of show and tell so that made the meeting very interesting. Our president was not able to attend so the secretary and VP told tales about him.



Joe Newman is proudly talking about his new Freewing F22 Raptor. It flies on 6S batteries. He unfortunately is on a 5 week trip so will not get to maiden it until he returns. Nice plane Joe!



# Bend Aero Modelers - 2024 Club Calendar

Club Meeting
  Schaub Lake
  Firecracker Fun-Fly
  Club Christmas Party (TBC)
  AMA Charter Filing Deadline

IRS Form 990-N Filing Deadline
  Club Membership Renewal Deadline

January							
Week	Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	31	1	2	3	4	5	6
2	7	8	9	10	11	12	13
3	14	15	16	17	18	19	20
4	21	22	23	24	25	26	27
5	28	29	30	31	1	2	3

February							
Week	Sun	Mon	Tue	Wed	Thu	Fri	Sat
5	28	29	30	31	1	2	3
6	4	5	6	7	8	9	10
7	11	12	13	14	15	16	17
8	18	19	20	21	22	23	24
9	25	26	27	28	29	1	2

March							
Week	Sun	Mon	Tue	Wed	Thu	Fri	Sat
9	25	26	27	28	29	1	2
10	3	4	5	6	7	8	9
11	10	11	12	13	14	15	16
12	17	18	19	20	21	22	23
13	24	25	26	27	28	29	30

April							
Week	Sun	Mon	Tue	Wed	Thu	Fri	Sat
14	31	1	2	3	4	5	6
15	7	8	9	10	11	12	13
16	14	15	16	17	18	19	20
17	21	22	23	24	25	26	27
18	28	29	30	1	2	3	4

May							
Week	Sun	Mon	Tue	Wed	Thu	Fri	Sat
18	28	29	30	1	2	3	4
19	5	6	7	8	9	10	11
20	12	13	14	15	16	17	18
21	19	20	21	22	23	24	25
22	26	27	28	29	30	31	1

June							
Week	Sun	Mon	Tue	Wed	Thu	Fri	Sat
23	2	3	4	5	6	7	8
24	9	10	11	12	13	14	15
25	16	17	18	19	20	21	22
26	23	24	25	26	27	28	29
27	30	1	2	3	4	5	6

July							
Week	Sun	Mon	Tue	Wed	Thu	Fri	Sat
27	30	1	2	3	4	5	6
28	7	8	9	10	11	12	13
29	14	15	16	17	18	19	20
30	21	22	23	24	25	26	27
31	28	29	30	31	1	2	3

August							
Week	Sun	Mon	Tue	Wed	Thu	Fri	Sat
31	28	29	30	31	1	2	3
32	4	5	6	7	8	9	10
33	11	12	13	14	15	16	17
34	18	19	20	21	22	23	24
35	25	26	27	28	29	30	31

September							
Week	Sun	Mon	Tue	Wed	Thu	Fri	Sat
36	1	2	3	4	5	6	7
37	8	9	10	11	12	13	14
38	15	16	17	18	19	20	21
39	22	23	24	25	26	27	28
40	29	30	1	2	3	4	5

October							
Week	Sun	Mon	Tue	Wed	Thu	Fri	Sat
40	29	30	1	2	3	4	5
41	6	7	8	9	10	11	12
42	13	14	15	16	17	18	19
43	20	21	22	23	24	25	26
44	27	28	29	30	31	1	2

November							
Week	Sun	Mon	Tue	Wed	Thu	Fri	Sat
44	27	28	29	30	31	1	2
45	3	4	5	6	7	8	9
46	10	11	12	13	14	15	16
47	17	18	19	20	21	22	23
48	24	25	26	27	28	29	30

December							
Week	Sun	Mon	Tue	Wed	Thu	Fri	Sat
49	1	2	3	4	5	6	7
50	8	9	10	11	12	13	14
51	15	16	17	18	19	20	21
52	22	23	24	25	26	27	28
53	29	30	31	1	2	3	4

NOTE: November club meeting is a week earlier due to Thanksgiving.



# SAFETY REPORT



## Bend Aero Modelers

Bend Oregon | AMA District XI | AMA Charter 2311



### General

1. All pilots shall be current members of AMA. Proof of current AMA membership is required prior to flying at BAM.
2. Visiting AMA pilots and new members of BAM shall receive a safety orientation by one of BAM's Safety Committee members or in the absence of a Safety Committee member, an Executive Committee (EC) member prior to their first flight.
3. Pilots Shall ensure flight operations in accordance with AMA's safety code and these Field Safety Guidelines at all times.
4. Pilots shall ensure proper operation of their aircraft and associated equipment prior to use.
5. Pilots shall show courtesy toward others and apply common sense when flying at BAM.
6. Pilots are encouraged to verbally enforce safe flying practices as appropriate.
7. All guests, spectators, children and pets shall be supervised by a BAM member at all times while inside the flying field fence and are encouraged to remain behind the pit tables.
8. When working on armed electric airplanes in the pit area, pilots shall always secure/restrain the aircraft from moving on the ground or rolling off a pit table. No rotating propellers are allowed.
9. No running fuel airplanes are allowed in the pit area.
10. R/C cars and other surface vehicles are prohibited anywhere inside the flying field fence.
11. Smoking is prohibited anywhere inside the flying field fence and shall be carried out in a safe and respectful manner in the parking lot.
12. Consumption of alcoholic beverages or controlled substances before or during flight is prohibited.

### Pre-Flight Operations

1. Pilots shall use the run-up stands when starting fuel-equipped aircraft engines.
2. For larger aircraft, pilots may use the taxiway rather than the run-up stands to start or arm their aircraft while keeping it restrained with the help of another pilot or any reasonable means.
3. For extended engine tuning and troubleshooting, pilots shall use the run-up stand provided for such use at the West end of the field by the porta-potties.
4. Pilots shall never leave their aircraft unattended while the aircraft is running or armed, even if it is restrained.
5. Pilots that use AM/FM radio equipment (50MHz, 53MHz and 72MHz) shall attach the appropriate frequency pin visibly to their transmitter's antenna whenever in use and shall place their AMA card on the respective channel pin on the frequency board in the clubhouse.

# **SAFETY REPORT** continued



## **POPP'S FIELD SAFETY GUIDELINES**

- 1. Pilots shall taxi aircraft only on the taxiways and runway. No taxiing is permitted in the pit area.**
- 2. While flying, pilots must remain behind the safety fence and never block the taxiways.**
- 3. Only pilots or a supervised helper are permitted beyond the safety fence (ie, to retrieve an aircraft).**
- 4. Pilots shall verbally communicate their intentions during takeoffs, landings, flights and emergencies (ie, "taking off right to left", "landing left to right", "on the runway", "dead stick", "low pass" etc).**
- 5. Pilots shall always fly their aircraft North of the centerline of the runway and remain within the approved fly zones. (see Fly Zone Map for details).**
- 6. Landing aircraft have the right of way. Dead stick landings shall be called as such and given immediate right of way.**
- 7. Pilots shall not take off from or land on the taxiways. This applies to all aircraft types, including rotary-wing and micro aircraft.**
- 8. No more than five (5) aircraft shall be in the air at one time. This includes rotary wing and micro aircraft.**
- 9. Pilots shall call all maiden flights prior to flight. All other aircraft shall be grounded until the maiden flight has been completed.**
- 10. All hand launches shall be called to alert other pilots. Hand launches shall be performed either from the runway or the area between the runway edge and the safety fence.**
- 11. Hovering craft such as, but not limited to, 3D planes, drones, etc are to hover North, clear of the runway to avoid interference with fixed wing aircraft operations. Whenever 3D planes or drones are flying, it is recommended to do so when fixed wing aircraft are not in the air.**
- 12. FPV (First Person View) flight is only permitted when the pilot has a spotter per AMA regulations.**
- 13. Gas turbine operations are allowed as long as they are in accordance with the AMA Gas Turbine regulations on the AMA website.**  
<https://www.modelaircraft.org/content/ama-gas-turbine-program>
- 14. When gas turbine planes are being flown, all other pilots are encouraged to relinquish the airspace to the turbine operations. An agreement between the turbine pilots and all other pilots for this recommendation should be discussed and agreed to.**
- 15. All planes that are reconstructed after a substantial crash incident shall be considered as doing a maiden flight and all considerations for a maiden flight shall be adhered to.**
- 16. If there are any questions that are not addressed here, the AMA Safety Handbook is available for reference at <https://www.modelaircraft.org/safety>**

**Updated 12/17/2022 By Safety Officer Andy Niedzwiecke**





**YOUR PASSION. HOBBY. ONE COMMUNITY.**  
Academy of Model Aeronautics 5161 E. Memorial Dr. Muncie IN 47302 | (765) 287-1256 | [modelaircraft.org](http://modelaircraft.org)

## Academy of Model Aeronautics National Model Aircraft Safety Code

Effective January 1, 2018

**A model aircraft is a non-human-carrying device capable of sustained flight within visual line of sight of the pilot or spotter(s). 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 related AMA guidelines, any additional rules specific to the flying site, as well as all applicable laws and regulations.**

### As an AMA member I agree:

- I will not fly a model aircraft in a careless or reckless manner.
- I will not interfere with and will yield the right of way to all human-carrying aircraft using AMA's See and Avoid Guidance and a spotter when appropriate.
- I will not operate any model aircraft while I am under the influence of alcohol or any drug that could adversely affect my ability to safely control the model.
- I will avoid flying directly over unprotected people, moving vehicles, and occupied structures.
- I will fly Free Flight (FF) and Control Line (CL) models in compliance with AMA's safety programming.
- I will maintain visual contact of an RC model aircraft without enhancement other than corrective lenses prescribed to me. When using an advanced flight system, such as an autopilot, or flying First-Person View (FPV), I will comply with AMA's Advanced Flight System programming.
- I will only fly models weighing more than 55 pounds, including fuel, if certified through AMA's Large Model Airplane Program.
- I will only fly a turbine-powered model aircraft in compliance with AMA's Gas Turbine Program.
- I will not fly a powered model outdoors closer than 25 feet to any individual, except for myself or my helper(s) located at the flightline, unless I am taking off and landing, or as otherwise provided in AMA's Competition Regulation.
- I will use an established safety line to separate all model aircraft operations from spectators and bystanders.

For a complete copy of AMA's Safety Handbook please visit:

**[modelaircraft.org/files/100.pdf](http://modelaircraft.org/files/100.pdf)**



