



BEND AERO MODELERS

December, 2020

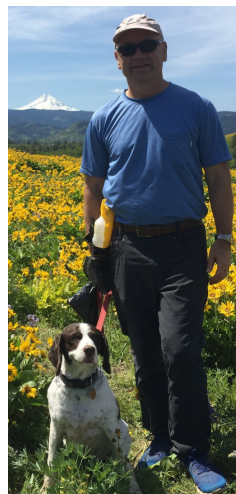
President's Message

BAM Members!

Happy Autumn! Thanks to Dennis McMahon we once again have a newsletter! Please forward your ideas and topics for future newsletters as it will make the process more interesting and relevant to all our interests. I hope you have had an opportunity to get out a little bit recently despite the whole COVID lock down. The day after our October club meeting the weather and wind were looking good so I thought it would be fun to go to the flying field with a couple of my recently repaired planes to re-maiden them. I quickly realized I wasn't the only one wanting to fly as six other members were already there with a wide variety of planes and flying abilities. It turned out to be a really fine day to fly (no wind!) and I think I can safely say everyone had a wonderful time! Even though its fall and the weather is turning toward winter, we can still experience some nice calm flying days if you are willing to cover up a little to stay warm so watch your favorite weather forecast and be ready! If you are heading to the field feel free to send a broadcast email note to other club members (members@BAMRC.com) and let them know, you might be surprised at how many people show up with you!

Part of the fall and winter season when we do tend to get stuck more inside but that makes a perfect excuse to build (and/or) buy a new plane or two. Last year I built a Bristol M-1 (it's a British WW1 monoplane) that I have flown a few times. I really

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President

Joe Newman
Joenewman7125@gmail.com
205-746-3121

Vice President

Jack Newman
hdshanty22@gmail.com
541-548-3197

Secretary

Tom Rose
tomrose2u@yahoo.com
541-815-4032

Treasurer

Dennis McMahon
dennismc@bendbroadband.com
541-390-5080

Field Marshall

Dave Reiss
davereiss563@gmail.com
541-420-6693

Safety Officer

Jim Stuart
parkcityskier@hotmail.com
435-659-4351

Instructors

James Fredericks
jamesrules@yahoo.com
541-350-5564

Tom Rainwater

trainwater157@gmail.com
858-527-8627

Waldemar Frank

rcbonanza@gmail.com
541-306-1058

Newsletter Editor

Dennis McMahon



President's Message, Continued

enjoyed building the Balsa USA kit but my skills were quite rusty and I called a handful of other members for advice and ideas to solve some of the stickier parts of the build process from covering to getting that darn 4 stroke motor started and running. The good news is I have flown the Bristol a few times and its really fun thanks to all the help. I want to encourage other members to build from plans, a kit or an ARF as it can be fun and rewarding. Bend Aero Modelers has a number of truly outstanding builders in the club willing to provide help and advice if needed! I noticed as I was ordering two planes and some parts from D's Hobbies and on line the COVID situation has impacted availability of just about everything as well as lengthened the shipping times somewhat. Nevertheless, I was able to get everything I needed for my winter projects with a little patience. Good Luck!

Finally, I wanted to remind everyone that ***we will not be having a November or December meeting this year.*** This has been our practice for some time as the holidays tend to keep us all busy and participation in the meetings would be low anyway. During our October meeting we elected officers with all incumbents remaining in office with the exception of Tom Rainwater who has served as secretary for a number of years. Tom Rose has graciously agreed (and was voted in) to replace Tom Rainwater. Thank you to both Tom's!! Our next meeting will be in January on the usual fourth Wednesday which will be on January 27. We will send a reminder note in January. Also, ***due to the COVID situation as we mentioned in the October meeting, there will not be a Christmas party this year.*** I hope everyone enjoys the Holidays and the remainder of the year and KEEP FLYING!!!
Joe

From the Editor,

Yikes! I'm an editor! One of the definitions of the word is : *A person who is in charge of and determines the final content of a text, particularly a newspaper or magazine.* Well, I guess that's me, but the meat of the definition is in the words "final content." And of these two words, "content" is the key. Although the editor can be called the one in charge, nothing happens without the content. And you, my fellow pilot members, are the key to the whole process, as you are the ones who are out there in Contentville, designing, re-designing, thinking, dreaming, looking, comparing, pricing, choosing, chasing, buying, selling, measuring, building, flying, adjusting, tweaking, charging, filling, emptying, cutting, changing, gluing, straightening, taping, lubricating, bending, painting, covering, finishing, guessing, changing, documenting, cleaning, displaying, launching, taxiing, transmitting, starting, quitting, re-starting, flying, landing, crashing, crying, lfixing, aughing, recovering, losing, finding, repairing and otherwise "inging" everything. (Sorta like a UPS commercial, eh?)

So, as you engage, prepare to engage, or finish engaging (there's another "ing,") be thinking about writing, sharing, illuminating, explaining, instructing, helping, teaching, admitting, illustrating, commenting, pontificating, contributing, problem solving, and all that kind of stuff so we have some content for this newsletter. Each one of you knows something the others don't know. Reminds me of in the Air Force, fairly early in my 30-year career, as a Minuteman ICBM Combat Targeting Officer, the words of good ol' MSgt (we called him Beetle) Bailey: "There's nobody as smart as all of us put together."

No matter how long or short your RC experience has been, you know techniques and tricks for doing things better. Everyone's experiences are different and there's always more than one way to solve a problem, so please throw your ideas and insights into the pot. Email me at dennismc@bendbroadband and be part of the festivities. Oh, and don't forget, I'll gladly insert For Sale or Trade items in the mix, so bring 'em on!

Appreciating your assistance,
Dennis

Highlights of the October 28, 2020 Club Meeting:

FIELD CONDITION AND MAINTENANCE:

Dave Reiss has done research on the three main projects that were discussed this year. Dave gave a presentation to the club outlining the estimated costs and potential options for each project. No projects decisions were made but the club was encouraged to think about them and to be ready to vote on them in the early part of 2021.

Here is a brief outline of each project:

Concrete Project:

The idea here is to pour concrete in three sections. The first would be a 7x16 slab at the parking lot end of the existing entrance walkway to accommodate handicapped egress. The second would be an 8x7 slab just West of the main entrance gate. The final slab would be roughly 5x10 in front of the porta potties. Dave estimates if the club does the forms and provides the labor to pour and finish the concrete this project would cost about \$650.

Battery Charger Project:

Dave proposed a design that would address the theft concerns some have expressed with exposed equipment of value. Dave's idea is to install a solar panel on the roof of the existing club house with a retention cage bolted through the roof of the clubhouse to prevent theft of the solar panel then utilize the steel lock-box currently in the clubhouse to store the batteries and the charge panel when not in use. No firm estimates on cost have been obtained until we determine if the club finds having a charging station worthwhile.

Runway Expansion Project:

Dave presented several options far too complicated to outline here. Basically, the idea is to expand the width of the runway to the North (far side) of the runway. The various options dealt with how long the expansion material is compared to the runway and the grading and fill work necessary to expand the runway on the West end. Rolls of fabric are \$800 each for a 15x300 roll plus shipping. Grading costs will be determined by how much grading is required for the desired length of the expansion.

SHOW AND TELL:

Dennis McMahon brought in his new 58" wingspan Dynam C47 with counter-rotating props.

The decals that arrived with the Dynam aircraft had different numbers, of course, and the order of the numbers on the decals was different on both sides of the tail and the left side and right side 3X designations were not the same size. Dennis abandoned the stock decals in favor of the markings of the first C-47 to fly in the WWII invasion of Normandy. He printed the numbers #292847, and "3X" plus the nose art slogan "That's All — Brother," by trial and error matching with his printer the background color of the numbers for the C-47 with the plane's fuselage color. He deviated from the original in that he used yellow for all the markings, rather than some painted white as shown in the pictures on p. 7.



(SHOW & TELL Continued on next pg.)

(For a bit more on the aircraft's history, turn to p. 7)

SHOW and TELL, (Cont.)

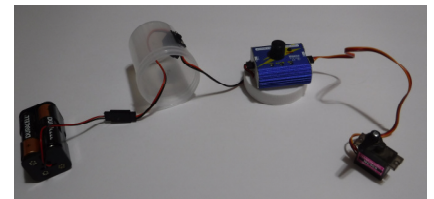


Jim Young brought in his new E-Flite Air Tractor with a 59" wingspan, shown here as it will look when assembled. It looks great and Jim was excited to hear from new member Tim O'Reilley that these planes fly great!

SERVO TESTER



This is a handy gadget, particularly useful when setting up a newly built airplane. They're only a few bucks and they're available all over the place, even Amazon, where you'll also find small switches and holders for the battery that come with the standard servo connectors we're used to. Just Google "RC Battery Holder" and you'll find several. To make one a little more streamlined and easy to use, it's no problem to enclose the battery in a container with a switch on the outside.



Wesley Dillon Saves the Day Times 2 !

The BAM Newsletter editor gives a SHOUT OUT to Wesley Dillon. He's a relatively new member, a long-time contractor down in CA who's trying to do a mid-course correction and get re-established up here in Central Oregon. Wesley is an absolutely excellent pilot, and there are a couple of us who were out flying at the field the other day who are very grateful to him for helping us out.

Charles Bates was flying merrily along when he experienced that all too unfamiliar feeling of UH-OH, Where in the heck is my plane? That all-so-common "Benefit of Maturity" of less than perfect eyesight was trying to get the best of him, so he hollered out "Hey, I'm in trouble out here, can one of you guys help me?" Wesley was by his side in a heartbeat and sized up the situation and came to his rescue, safely bringing Charles' plane back to civilization for a perfect landing. Great work, Wesley.

And, yours truly had just purchased a Turbo Timber from Mike Muller (who, by the way, has eliminated lots of rocks from the runway with his powerful leaf blower). I was grateful to Wesley for agreeing to do its maiden flight for me. Wesley took off, got it all trimmed up and noticed some other tweaks it would need. He swung around the strip's west end but still quite high, as he was not setting up for a landing. I, also being

blessed with sub-optimal vision noticed something that looked



like maybe a small bird that had apparently flown up close to it and then dove away. Huh? Of course Wesley diagnosed it instantly. The prop had come off! What a cheery little modification! So, Wesley calmly stated that he was going to do an emergency landing, which he executed in perfect, no kidding, dead stick fashion. It went, understandably,

a little long due to the initial altitude, but he set it down picture perfectly. He headed east to get the plane and I headed west to look for the prop. I went west quite a ways and zig-zagged back and forth through the sagebrush on the southwest side of the runway. Wesley made it back with the Timber and headed in my direction. He quickly found the prop, with adapter and spinner perfectly intact, perfectly perched in clump of sagebrush. You're our hero, Wesley!

Bend flyers put planes in the sky

By Mac McLean • The Bulletin Aug 9, 2014 Updated Jan 31, 2020 0



Meg Roussos / The Bulletin James Frederick's Yak-54 gasoline aerobatic plane sits on the side of the runway before takeoff.
Meg Roussos

Harold Lawrence leaned up against a fence on a sunny Saturday morning as he watched a trio of remote controlled Club 40 racing planes zip around two poles set up in a northeast Redmond field at speeds of almost 100 mph.

"Let me tell you something," said Lawrence, 50, who has been building and flying his own planes for the past six weeks. "This is not as easy as it looks. But it's a lot of fun."

For the past four months, members of the Bend Aero Modelers Club, the Field of Dreams Redmond R/C Club and the La Pine R/C Club have gathered in isolated parts of Central Oregon so they could race their Club 40 planes — a style of model airplane that has a 54-inch wingspan and a 0.40-cubic inch engine that can spin a propeller at 16,000 rotations per minute.

They'll hold the last race of the season at Popp's Field — a small asphalt airstrip the Bend Aero Modelers own between Bend and Brothers — at the end of this month. Members of the three clubs are also planning an Aug. 16 fun fly that will give everybody a chance to explore their hobby and have a good time (see "If you go").

"The real focus of (the fly-in) is to promote our hobby and give members of the public an opportunity to experience it," said BAMC President Waldemar Frank, who has been flying model airplanes for 18 years.

Fascinated with flying

Frank said he was "fascinated by aviation technology and the whole concept of flying" since he was 6 or 7 years old growing up in the northwest German city of Rheine. He had hoped to pursue this passion by joining the air force and becoming a pilot when it was time for his compulsory military service but couldn't because his vision was bad.

Instead, Frank decided to study aerospace engineering at the University of Stuttgart in southern Germany. He bought his first model airplane kit when he was 28 and one year later met his wife — a University of Oregon graduate student who was doing a study abroad program in Stuttgart — whom he followed back to the United States.

They moved to Bend in 2007, where they now do some translating work out of their home. Frank joined Bend Aero Modelers that same year and took the reins as its 2010 president.

"A lot of people in the club have some experience with aviation," Frank said, adding that his club's 45 active members include former commercial airline or military pilots, engineers and people like him who were always fascinated with flying.

But beyond this interest in flying, there's really no one thread that holds the club's members together. Some, such as Lawrence, just started building model airplanes, while others have been doing it since they were children, he said. The club's youngest member is 11 and its oldest is 81.

"There were no radio-controlled airplanes when he started," Frank said of his club's oldest member. "(His model airplane hobby) was just building planes out of balsa wood and throwing them in the air."

The club

Frank's daughter Miriam, 17, sat in a chair on the edge of the field with a few other new members and clicked a button every time one of the planes flew past the race course's starting line and finished a lap. This sent a signal to a laptop computer another club member was using to keep score and calculate who was in the lead and their average lap times.

Frank's plane trailed his competitors for most of the July 26 race. There was even one time when the plane failed to take off on its own and he had to give it a little push so it could get started.

Meanwhile, another club member fumbled around with his plane on a concrete pad off to the side of the Field of Dreams airfield. His plane wasn't starting at all and he had to sit this race out.

Frank said anybody can go to their local hobby store and get the basic plane and engine combination for about \$200. Depending on the model, would-be pilots might also have to spend another \$50 to \$100 on a plane's remote control, receiver and the servos that control the plane's rudder and the other parts that move it through the air.

He said people can buy ARFs — almost ready to fly planes — that require almost no additional work once they are taken out of the box, while others like to buy plane kits that are nothing more than a series of laser-cut panels and parts that they have to assemble from scratch.

"Some people just like to fly; they don't like to build," he said.

Regardless of how advanced a plane is, Frank said, the would-be pilots will still need help learning how to fly it and, more importantly, tweaking it so that it matches their flying skills and their flying styles.

"Let's say you went to the hobby store and you bought a plane," Frank said, pointing out what he thinks are the main advantages of joining a club like Bend Aero Modelers. "You still need to know what to do with it."

Frank suggested that anyone who is interested in flying remote-control airplanes should stop by one of his or another club's events so he or she can learn more about the hobby before spending \$200 to \$300 on a piece of equipment that might get boring after a few weeks.

He said most clubs like his and the ones in Redmond and La Pine offer a training program where would-be pilots can not only learn how to fly their aircraft but learn how to do so safely. It gives them access to the clubs' flying fields and, as a bonus, most Academy of Model Aeronautics chartered clubs — a distinction Bend Aero Modelers has had since 1990 — carry insurance policies that protect their members in case their planes fall from the sky and hurt someone.

"Our only restriction is that whatever you're flying is safe," Frank said,

— Reporter: 541-617-7816, mmclean@bendbulletin.com



FOR SALE: Spectrum DX 8, less than a year old, 15 minutes flight time, 35 hours simulator time. 250 Model Memory, Wireless Trainer Link, Programmable Voice Alerts, Top reviews. Perfect condition for \$200. Mike Muller / qablizard@gmail.com P. 5

Notes from the Safety Corner

Jim Stuart, BAM Safety Officer

It's been a good, safe, flying summer for the BAM flyers. Of course, there is always the occasional prang of an airplane but that's part of the hobby. The saying goes that it's not "if" it happens but "when." There are some things that we can do, though, to put off that "when" event and hopefully just keep it to a matter of some glue and paint to get flying again.

With cold weather with us now we don't get out to fly quite as often so now can be a time when we can do some things to maybe put off that "when" event. Since we mostly fly with props, let me start with that. We all balance our props, don't we? An unbalanced prop can put a lot of stress on the prop and the motor and its mounting. Over time this can cause issues. We also fly from surfaces where the props can be damaged by any debris on the runway or an occasional ding of the prop. Now's a good time to take a look at your prop collection, maybe recheck the balance, and look for any damage that may have occurred through the season. There are still some of us, myself included, that may use wood props sometimes. When I do, I look for any cracks or damage to a prop. If it's damaged, the prop is done. I don't try to repair one.

Moving through the airplane, how about, like the full-scale guys do, conduct an "annual." Take a look at things like the control surfaces, looking for a loose or damaged hinge, clevises and pushrods look OK, and no warps or damage. Open up the plane and take a look at the servos too. Are they all still securely fastened in and with the control arm screw in place? Now run the servos. An inexpensive servo tester is something that I use all the time to check servo operation. When you do this, do it in a quiet room and listen for any clicking noise that could indicate a broken tooth in the servo, just waiting for the servo to fail.

Do all this and it's a great start to have the airplane ready for its next flight. On my next month's notes, I'll get into the transmitter/receiver partnership and what we can do to keep our hobby as safe as we can make it.

Just remember, "aviation is terribly unforgiving of human error". Have fun and keep it safe.

Jim

C47 “That’s All — Brother” CONTINUED:

The following information on the particular aircraft is quoted from the Commemorative Air Force:



“Over 75 years ago, on June 6, 1944, *“That’s All, Brother”* led the main airborne invasion of Normandy. Piloted by Lt. Col John Donalson, the plane led over 800 C-47s that dropped over 13,000 paratroopers into a battle that changed the course of mankind. 75 years later, we were able to bring this great airplane back to the skies over Normandy for the commemoration of the 75th anniversary of D-Day.

After serving on D-Day, and in Operations Dragoon, Market Garden, Repulse, and Varsity, the airplane re-

turned to the United States and was sold to the civilian market in 1945. During the course of many owners over the next several decades, the historical significance of the airplane was lost and it was eventually sold to be scrapped. Fortunately, two historians from the United States Air Force discovered that this historic airplane was lying in a boneyard in Wisconsin. The Commemorative Air Force was able to acquire the airplane, and through a large group of donors and volunteers, restore the airplane to flying status. *“That’s All, Brother”* has been restored to its 1944 condition, including its D-Day paint scheme along with a thorough historic interior restoration.

The CAF maintains airplanes to be artifacts of living history, and you can experience the airplane first hand by touring and even going for a flight. As part of the Commemorative Air Force (CAF) Central Texas Wing, flew with 14 other C-47/DC-3 airplanes to make the epic journey back over the Atlantic in 2019. We retraced the classic ferry path from the United States to Canada, Greenland, Iceland, Scotland, and England to join up with over 30 C-47/DC-3 airplanes in Duxford, England. On June 5, 2019, *“That’s All, Brother”* flew with 18 re-enactor paratroops who boarded the plane in England, flew over the English channel, and made a successful paratroop flight over Normandy. On June 6, 2019, *“That’s All, Brother”* flew with 12 other C-47/DC-3 airplanes in formation to close out the D-Day commemoration over the US Cemetery in Normandy, and then continued on to Germany for the 70th commemoration of the Berlin Airlift and back to France for the Paris Airshow.”





The Jon Putnam Collection

Some of you may remember Jon Putnam, who took the final flight last year in June at the age of 72. Jon's wife Lynn contacted the club for help in disposing of Jon's airplanes and other RC hobby items. He was also an avid free flyer, and his buddies from that persuasion claimed some of his things at Lynn's request. Dennis McMahan contacted her and visited Jon's shop and made arrangements. A few days later, Tom Rainwater and Allen Wright and Dennis went to the residence and loaded the items in Tom's pickup and he took them to his home. Lynn wasn't looking to sell the items; she just wanted to get them to a bunch of RC enthusiasts like us who may have some use for them.

Jon was an excellent builder and collected reams of information on aircraft and amassed an extensive collection of plans and books relative to the hobby. As you can see from the pictures, there is a mixture of several wings, and some fuselages in various stages of completion, some with engines. And, as always, there are several boxes of odds and ends; the things we all just have to have to pursue our avocation.

We're offering the lot to you BAM pilots. Please peruse the pictures and email Dennis at dennismc@bendbroadband.com with any desires you may have for as many things as you'd like. It may take awhile for us to get things sorted and ready to dispense, but let us know if you have any interests based on what you see in the pictures. Certainly, with as varied a collection as this, not every item will ring someone's bell, so after not too long a period, the residual items will be ensconced in their final resting place in the landfill, ironically coming full circle back to the scene of BAM's flying many years ago.