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BEND AERO MODELERS JUNE 2022

FLIGHT REPORT

Notes From Your President

As most of you are aware by now, I struggle to find things to write about in my monthly message from the president. Okay, so 'spoiler alert' to you ex-military, ex-commercial and current commercial pilots. You are going to go want to go wash the car or take out the garbage or something like that. As all of you know, developing good habits early on are necessary to be successful and safe when driving a car or your boat, yes, even flying. I was really blessed to have an instructor who drilled me on developing those habits as I began my flying adventure. Continually doing your internal and external scan when in the air. Being thorough when performing the pre-flight walk around. Keeping your head on a swivel (his words) when taxiing and after becoming airborne. Start your flight on the ground by checking in-route weather as well as at your destination. Go over your sectionals, planning the flight, beginning to end. So as a new pilot, getting those habits



Continued on P. 2

formed took some time, such as checking what the traffic was doing at that airport you were intending to land at, or checking the windsock to see what approach you will need to use for your landing. I was on one of my short cross-country trips down to Eugene, back to Corvallis, and then to Independence before heading back to the barn at Troutdale. One of the things he taught me was that there was no need to rush your landing if traffic allowed and you weren't instructed to expedite, so on my landing at Independence, I extended my down wind approach past the standard turn to base which gave me a nice final to get my head ready for the landing. On the down wind leg, the sock was hanging down the pole, so I opted to land from the South to the North. Much to my surprise, I could not seem to get the Cessna 150 to want to land. I was maybe a quarter of the way down the runway, 5 or so feet off of the ground, and then I and the plane came down with a bang. As I was trying to figure out what had happened, and while taxiing for takeoff, I took a look at the windsock. It was pointed in the wrong direction! A tail wind had come up while on my approach, which I would have noticed had I checked the windsock at least once or twice more before landing. One of those habits. Thankfully, I hadn't rushed my landing, and took some time to finish my approach. Not sure what would have happened otherwise. I think about that event whenever I look at our windsock at the field.

Remember, we will be going out to Shaub Lake on the 25th. We try to meet at Gordy's in La Pine around 7AM or so for breakfast and to carpool and convoy to the lake. I believe that our next construction event will be the building of the 'arresting' system at the West end of the club field. This should not be as labor intensive as the concrete pads were, but more hands make the work go easier. I am expecting that Dave will be describing the work that will need to be done to get this feature in place at our next meeting. Finally, thank you again to all members who helped with getting the pads in place, as well as those who were involved with tearing down the forms, and other final cleanup activities. Look for pre-meeting notifications for the next meeting site. Some members have mentioned wanting to go the field for the next meeting. A poll will be coming out shortly.

CAVU to you all,

Jack



Range Check!

By Andy Niedzwiecke, BAM Safety Officer

Well, it's time to address another element of a successful flight.

A range check! From what I observe a range check is seldom done at the flying field but probably one of the most important checks you can do. It takes very little time to do a range check so time is not a reasonable excuse for skipping this test. Do it at the site you are flying!

For those of you new to the hobby a range check tests the distance and orientation of your transmitter to your plane. If something is restricting the communication between the two it could result in a disastrous end.

The recommended installation of the receiver is to have the two antennas (if equipped) positioned at 90 degrees to each other. Some planes have very small cavities for installation but I have never not been able to position the antennas as required with a little thought.

To do a range check, some transmitters have a range check function where the power being transmitted is lowered. Some do not. Refer to your manual or on line to see how to use this function. If this is not an option for you then just lower the antenna if your transmitter allows, point your antenna away from the plane and proceed with the following.

Take a position approx. 90 feet from your aircraft (power lowered if possible). Exercise the controls on the transmitter while walking in a semi-circle around the plane to see if they are functioning properly. The reason for the walk is that your plane is constantly changing it's position with you so you want to be sure to check all angles. Once this is done FLY!

This check is important but especially on a plane that has never been flown before or even on one that you fly regularly. You never know about something that has happened (failed) between the last time you flew and now.

Until next month, have a good time! Andy



year's event.

Don't forget to get some lights on one of your planes for our Night Flight after our Wed, Aug 24 club meeting at Popp's Field. Last year, powering the lights from my flight battery through my receiver wasn't working properly, so I didn't attempt flight. Do make sure you plan for lots of lights on your bird; this the main lesson we learned from last

This year, I decided to illuminate a Simple Stick MKR2 from Flite Test. It has a 42" wingspan. This plane is also available in their tan colored foamboard, but the MKR2 designation signifies



it is made with their white foam-board they call Maker Foam. As a result, you can install lights on the inside of the plane and they will show up quite well. I also installed external LEDs under the leading edge, Red for left wing and Green for right wing. You can find various

LED light strips on Amazon. Some come with controllers so you can have varying light patterns and colors. Most are 6 volts. I experimented with two sizes of battery boxes, one holding 4 AAs and one for 4 AAAs. I am using a multicolored LED strip inside the wing and fuselage as well as the red and green ones on the wings. Turns out they didn't play well with others, so to speak. I had powered them together through a Y connector, but they wouldn't share the same power source, the multicolored set prevailing. So, to relieve their sibling rivalry and save weight, I finally ended up finding little 6v batteries for those dog collars that will zap them if they bark or if they wander outside their electronic fence perimeter. I made simple battery cases out of foamboard for each of the two light sets. Of course, the AA or AAA batteries would last longer, but I hooked up the doggie lights and finally terminated the test after 40 minutes, with everything still burning brightly. And, in reality, just how long are our night flights? These little collar lights should work fine.



Continued, Next Pg.

Night Flight, Continued There was one thing I didn't like about their assembly process. Their pushrod placement crammed them up tightly against the plane's inside walls, feeding them through short sections of coffee stirrers glued to the side walls. This caused, in my opinion, excessive pressure against the elevator and rudder servos.



So, I ran my pushrods in an X pattern to give a straighter, less binding mounting, adding a center former to provide mid-span support for the pushrods.



In the wing, I simply taped the LED strips around the internal wing spar and brought the leads out of the hole where the aileron leads exit into the fuselage. This pic shows the wing laid open before it is hot glued together. I don't know why there is a line of white dots in this picture; apparently, the LEDs reflected the flash.



May 2022 BAM Club Meeting Show and Tell

Charles Bates receives his "Pete" extraordinarily crafted by Tom Schramm

Joe Newman shows his virtually indestructible Flying Wing



BUILDERDASH !

Balderdash [bawl-der-dash] senseless, stupid, or exaggerated talk or writing; nonsense.

Builderdash [bill-der-dash] senseless, stupid, or exaggerated assembling of model aircraft; nonsense.

British roundels are on order; finally found some without high shipping added; seems the Brits have some type of corner on the market . . .



Finishing the Tiger Moth

Since the last issue, I've completed the build and have become very aware of the horrors of trying to cover an airplane. Through it all, I have diligently maintained my solemn pledge to ensure it doesn't look like Tom Schramm built and finished it, but I must admit I am mildly surprised and somewhat pleased that from a distance, it looks like the picture on the box of sticks in which it arrived.



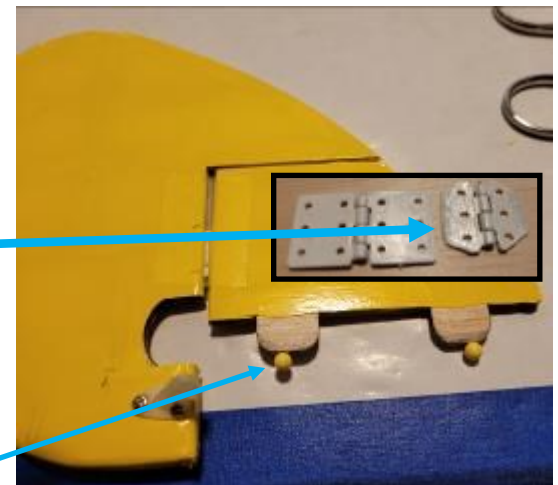
I knew with its long tail, it would tend to be tail heavy, particularly since I installed a bit stronger steerable tailwheel mount. I went out and visited Tom Rainwater and he used his wonderful CG measurement device, confirming that I was on the right track shooting for the CG called for in the plans. I've added about 3.5 oz. to come close to the prescribed CG. I tried to use a larger motor, but would have had to totally redesign the firewall, etc., so you can see the lead monstrosity I kluged together, mounting it as far forward as I could. I even projected the piece I screwed onto the bottom of the lead slug out a bit to take advantage of being further forward (here wrapped in duct tape). However, I believe I will make another attempt at adding a projection further forward, hidden by the long cowl, as I'd like it to be a bit nose heavy.

Cowl was transparent plastic I painted on the inside. Added tape checkerboard to help hide differences in paint and Coverite yellows. Mounted cowl with 3 black screws, placed thru black squares of checkerboard.



Tried to get by with just hinge tape, but had to add a regular one on the rudder; cut it down and smashed its wings to aid insertion into 1/8" balsa.

Put pins up through tabs on vert stab since horizontal wood grain would weaken tabs.



Thanks to Jim Young for more pics from the past, featuring our own Chris Rankin, AMA District XI Associate Vice President!



An nice looking flightline poses as Chris Rankin flies his legendary Elan with Darrell Loveland looking on. *More about Chris' jets next month.*



Chris and his son after he landed his full scale Mooney Mark 20 at the Fort Rock dry lake bed, circa 2005.

