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BEND AERO MODELERS

August 2022

FLIGHT REPORT

Notes From Your President

After a several-month hiatus, I finally found some time to get back to the construction of my latest model building project, construction of the Curtis P6-E Hawk biplane.

This model has a fuselage that measures 44 inches long, main upper wing length of 62 inches, and a lower wing length of 51 ½ inches. The kit is a 1950's Royal kit, and is composed of die cut balsa and balsa plywood. I have found that it pays to go over each major step several times or more before starting the construction. Case in

point, the server tray which is built into the lower wing calls for cutting 3 of the center wing-ribs out of the wing from the front main spar back to the trailing edge. 'PANIC'! That sounded like it would be very detrimental to the integral strength of the wing. After going over the instructions for this step many times, I called upon my brother, Joe to come and see what he thought about this process. After looking at it for several minutes, we figured out that the box construction actually lends itself to the strength of the wing. There are two doubled ribs on both sides of the opening, going from the LE to the TE. Inside the box, a framework made from balsa plywood will tie those ribs together, and will provide the mounting points for the dual, aileron- servers. The box is then covered with 1/8-inch balsa, as well as front and back strengthening which will tie the box



Continued on P. 2

together at those points. The wing then will fit into the lower fuselage using two dowels at the LE, and two plastic screws to attach the TE to the aircraft body. Additionally, I did manage to finish the vertical stabilizer and rudder. In some cases, the verbal instructions provide excellent directions, in others, not so good. The pictures are what you would expect from 1950's photographic technology. Okay, but not great. Next step is to figure out the tail wheel mechanism. This was intended to be a fuel engine powered aircraft, but we have opted to convert it to battery. That looks to be another challenge of course. Not much fun otherwise, right!

On another note, we had an excellent Fun Fly event, with many of our pilots in attendance. Good ground crew (aka family members) support was provided. Tom Rose, as usual, did an outstanding job of capturing the highlight of the various activities, and a very big **Thank You** to Fried Baitis for organizing the event as well as being the 'head chef' for an excellent after-event barbecue. All of the club officers were in attendance, providing organizational and competition class support. Here comes my point, as of June 2022, we have over 60 dues paying members in BAM. Most meetings, held once a month at the Black Bear in Bend, are usually attended by the same group of members (10 -15). Supposedly, this club is comprised of people who enjoy the hobby that we all share in common. The club continues to thrive in spite of low attendance numbers, primarily due to the many hours of volunteer time given by those enjoy the sport that we all share. Not only do the officers perform their required duties, but also provide support at most if not all of our calendar events. If for no other reason than to provide morale support to the members who month after month attend the club meetings, how about coming out so that we can put a face to a name. Who knows, you may even have an enjoyable time, and may even want to volunteer. Meeting dates and times are posted on our website, as well as the current calendar of events. And, speaking of events, this is your club, and each event needs a champion to make it happen. When the call goes out for your participation in this way, please step up; don't just sit back and leave it all to your Club Officers to pick up the slack.

Thank you, and CAVU to you all,
Jack

*And here, we have Fried successfully blasting his old pal
Kaos into the air to the roar of that venerable nitro motor . . .*



Ouch! Several days back, Mike Chappell had a battery conk out on him, unceremoniously introducing this jet to a rock pile NW of the field. Undaunted, he purchased a duplicate airplane and flew it beautifully on his next outing.

Here are a couple shots of some beautiful construction Jack has accomplished. Man, look at all those ribs—and it's a biplane—no end of fun (literally, it seems.)



The Curtiss Aeroplane and Motor Company (which became the Curtiss-Wright Corporation (15 July 1929)) supplied the US Army Air Corps with P-6s beginning in 1929.

A fast and highly maneuverable aircraft for its time, the XP-6 prototype took 2nd place in the 1927 U.S. National Air Races, and the XP-6A with wing surface radiators took first place, at 201 mph (323 km/h). The P-6 was flown in a variety of paint schemes depending on the squadron, the most famous being the "Snow Owl" markings of the 17th Pursuit Squadron based at Selfridge Field near Detroit, Michigan.

The P-6Es served between 1932 and 1937 with the 1st Pursuit Group (17th and 94th PS) at Selfridge, and with the 8th Pursuit Group (33rd PS) at Langley Field, Virginia. Numerous accidents claimed at least 27 of the 46 aircraft delivered. As the P-6Es became obsolete, instead of receiving depot overhauls, they were allowed to wear out in service and were scrapped or sold. At least one survived into 1942 in United States Army Air Forces service.[1]

In 1932, Capt. Ruben C. Moffat flew a P-6 converted with a supercharged Conqueror engine on a record-breaking flight. He flew from Dayton, Ohio to Washington, D.C. at a speed of approximately 266 mph, at an altitude of 25,000 ft.

Source: Wikipedia





Field First Aid and More

By Andy Niedzwiecke, BAM Safety Officer

Howdy Gang! I hope everyone is enjoying this flying season despite the fact that we've had a lot of extreme heat. I guess I need to remind everyone that hydration is extremely important and you should pack ample supplies of water when you go out to the field. I can tell you from experience that de-hydration is no fun. (Might want to take a couple extra gallons to put into the porta potties while you're at it.) This next tip goes for year-round and that is: **MAKE SURE** someone is aware that you are at the field and when you expect to be home. The field, being as far out as it is is not a place that you want to be alone and in trouble. Also, wear a hat so you don't fry your brain.

The next thing I want to point out, again from personal experience, is if it is possible, do not leave your foam planes out in the sun in this heat. I left my Eflite T28 out the last time I was at the field and the black areas, especially under the canopy, became very crocodile like, lots of bumps that had not been there before.

Another thing to be aware of is making sure your battery is fully charged before flight even if you are sure you charged them before you brought them to the field. Sometimes we grab the wrong battery and get an unwelcome surprise when the plane starts to lose power and makes an uncontrolled landing. It is good practice to check the battery with a battery checker before installing it in your plane. It only takes a second but saves a plane.

Well, that's all the wisdom I have to impart for this month so I think I'll just say that we should all be enjoying our field and each other. We have a great club and facility and should be very proud that we have worked hard to establish this site.

Cheers, Andy



July 23rd Fun Fly



HOW MANY TO TIE THE KNOT?

LUCKILY, FRIED IS SUPERVISING, IN THE SAME FINE STYLE HE USED IN ORGANIZING THE ENTIRE FUN FLY, COOKING LUNCH AND CLEANING UP !!!

THANK YOU, FRIED!



AIM FOR THE KNOT!



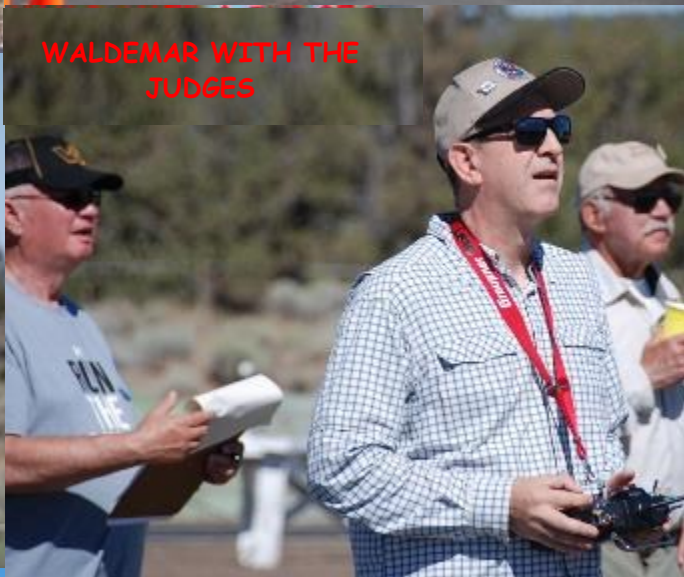
POLES LEANED



HOW MANY TO TIE THE KNOT?



WALDEMAR WITH THE JUDGES



ARMCHAIR PILOTS



LOW PASS BY V.P. BROICH
WHILE JUDGE OBSERVES



CORY MAKES A LIMBO PASS



WAITING FOR SPEED TRIALS





**WE WANT TO EXPAND OUR SHADE COVERAGE.
YOUR DONATIONS WILL HELP ACHIEVE OUR
GOAL. CONTACT EDITOR / TREASURER
DENNIS MCMAHON, INFO ON P. 1**



PETERSON GOES LOW



CORY'S DAUGHTER



NEW MEMBER ROBIN AND HIS LADY FRIEND



SAFETY OFFICER, ANDY, & PRESIDENT, JACK



EAST WING LINE-UP



AIM FOR THE KNOT!



Cory and James with some smooth Limbo passes



♪ ♪ ♪ I'm Too Sexy For My Shirt! ♪ ♪ ♪



Frank Wood took 3rd in Aerobatics/Landing and had to leave before the awards presentation, so here's his picture from the June 2021 Fun Fly. And, all of us who have seen him fly are well aware that his piloting excellence is not just luck!

2021

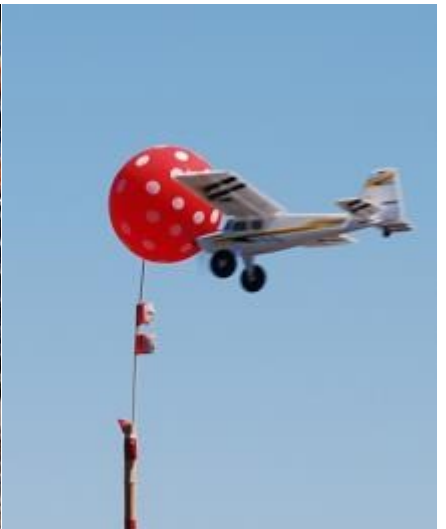


2022



Waldemar tied with James for the Limbo contest. He was helping someone learn to fly during the awards presentation, but here he is, on the right, tickling his transmitter, and, could it be? On the left, his picture from the June 2021 Fun Fly, again tickling his transmitter, but notice: I think we have discovered another **LUCKY FLYING SHIRT!**

A BEVY OF BEAUTIES !!!



CORY MAKES A LIMBO PASS



LANDING GEAR SNAGGED RIBBON, PLANE FLIPPED AS RIBBON BROKE, AND SETTLED ON RUNWAY INVERTED



FIX-IT GANG





Beautiful flights with
your beautiful Cessna,
Mark!

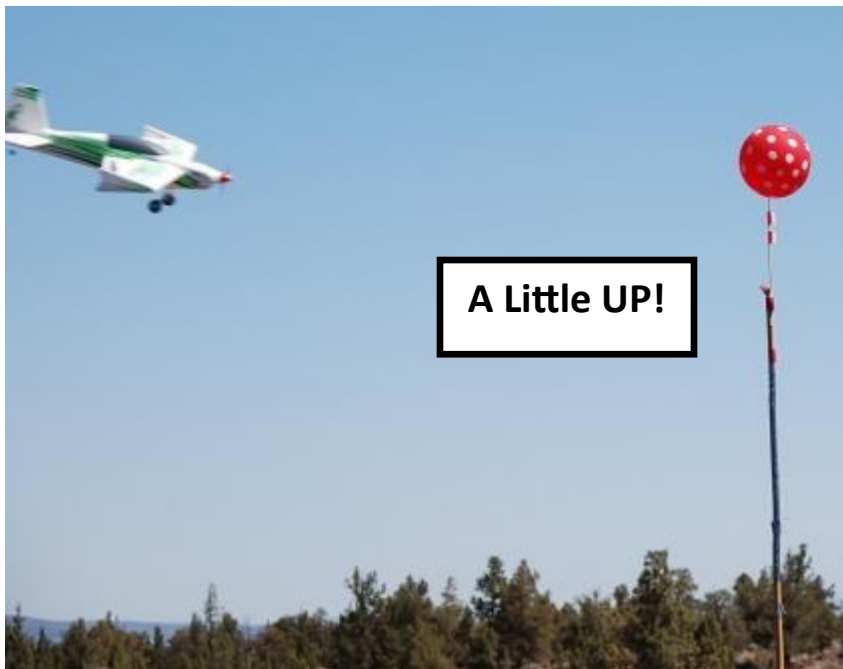


As always, our legendary *Jim Young* with the pride
of our US Navy



Chuck Tompkins, an accomplished
Glider Guider in action!



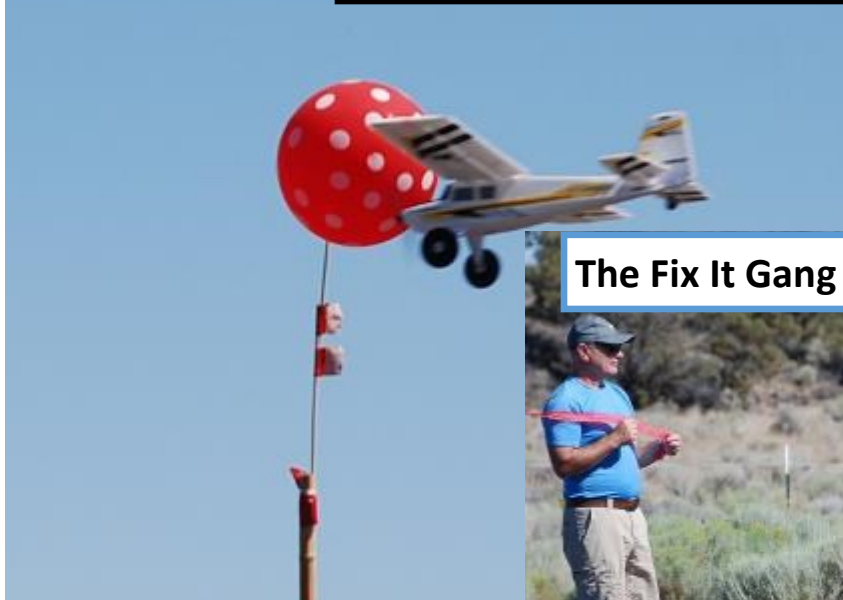


A Little UP!

**Cory's Maule With a
Valiant Attempt**



Frank's UMX Timber Threatens the Balloon



The Fix It Gang



Tim's Air Tractor Spares the Balloon Out of Kindness



*Trouble on the
prowl! Thanks for
all the great pictures
you took , Tom!*



July 23rd Fun Fly WINNERS!

Thanks to Andy
and Trouble for
their efforts in
producing the pic-



Kevin Jones Timed
Touch & Go 2nd Place



Lucas Jones, Limbo
3rd Place



Mike Chappell, 2nd in
Speed 113 mph



Cory Sturtz 3rd in
Speed, 100 mph



Bill Broich 1st in
Speed, 119 mph!



James Fredericks 1st
Aerobatics/Landing, Tied
1st Place Limbo

AND, SPEAKING OF WINNERS, THANKS TO ANDY FOR GETTING THE GUYS TOGETHER TO STRAIGHTEN UP THE CLUBHOUSE AND ORGANIZE THE TOOLBOX CONTENTS! LET'S LOOK AND BE PROFESSIONAL AND KEEP IT THIS WAY. IT IS NO LONGER A DUMPING GRDOUND FOR UNWANTED PLANES, ETC.



August 20th BAM Glider Contest

Endurance Event (30 Sec. Motor Run + Last to Land)

1st Place: Tom Schramm 2nd: Chuck Tompkins 3rd: James Fredericks

Limbo

1st Place: Tom Schramm 2nd: Chuck Tompkins

3rd Place: Tie between James Fredericks and Bill Hand

The group voted to eliminate the Free For All Combat event; a few pilots did a demo flight with approx. 3' streamers and we learned that the streamers need to be more like 9-10 feet to have any chance of scoring a cut, even with gliders, which aren't necessarily aerobatic speed demons.

The Dead Stick Loop event also succumbed to the group's desires, partly



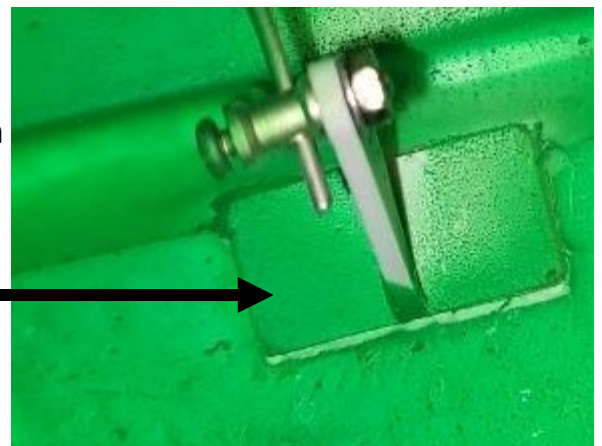
motivated by the increasing heat; nevertheless, our new 12' x 12' canopy met with favorability from all who had the chance to sit under it.

Personal Note from the Editor: I was slow on launching for the Endurance event and managed to crash my Calypso on the Combat event. It was an easy repair, as I had previously internally beefed up the nose with

foamboard. I remember someone stating I should give it some left aileron before it met its demise. I thought my demise was due to panic, but—Attention Calypso flyers: At least on my model, the control horns are merely glued to the moveable surface, as shown here.

No bolts or other attachment. I had reglued the one that failed before taking this picture, but I'm going to install some type of nutplates with screws or nuts

& bolts before flinging it into the air again. Watch for this on all your planes!



Here's a cool picture from one of our favorite guys, Jim Stuart, now living in Florence, Oregon



I had planned to make a few trips back to Bend with my RV camping at the BAM field but I haven't done it yet. The heat was too much for me for the fun fly but I still have Schaub Lake on my calendar. The sailplane glider meet looks to be fun but I'm already committed to a coast camping trip that day. Really enjoying my life over here. My 20 year old Zagi is perfect for soaring off the dunes when the wind blows strong.

Regards, Jim...

FROM "TROUBLE"

"FIFTY BUCKS IS FIFTY BUCKS"

For years, an elderly couple (like most of us), have been going to the county fair. And each year as they approach the 50 dollar helicopter ride, the husband suggests they take a ride. Wife says no, "Fifty Bucks is Fifty Bucks".

This year as they approach the helicopter ride, he again suggests taking a ride. Wife says no, "Fifty Bucks is Fifty Bucks". The pilot overhears this and suggests,

since you have been passing up a ride all these years, I'll make you an

offer on one conclusion. For fifty bucks I'll take both of you up and if I do not hear a sound out of you during the ride, I'll refund the fifty bucks after we land.

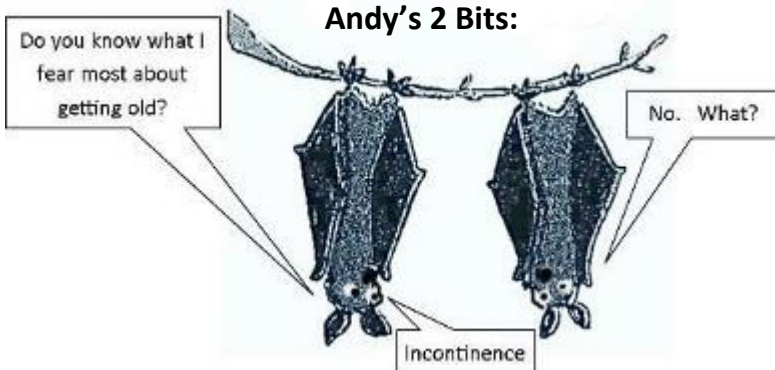
They go for it. The ride was exciting as the pilot put the chopper thru all the aerobatic sequences he knew and then some.

They land and the pilot was astonished and asks "Where's your husband"? She replies, "He fell out after the first loop". The pilot says "Why didn't you say something"! She replies:

"Fifty Bucks is Fifty Bucks".



Andy's 2 Bits:



... July 24th Night Flight ...

We were treated to a gorgeous desert sunset

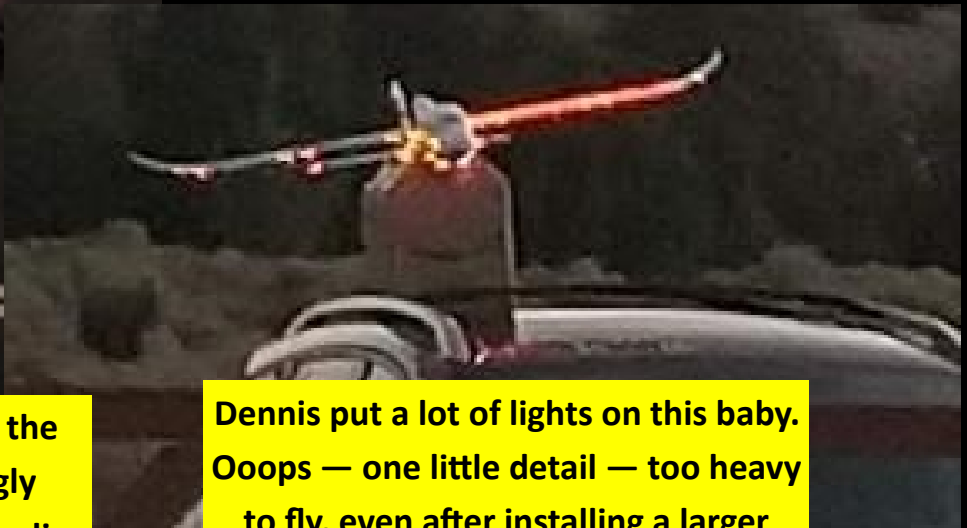
Tough to get action photos in the dark. James was shooting video, planning to post a video of his night flights with these 2 dazzling beauties.

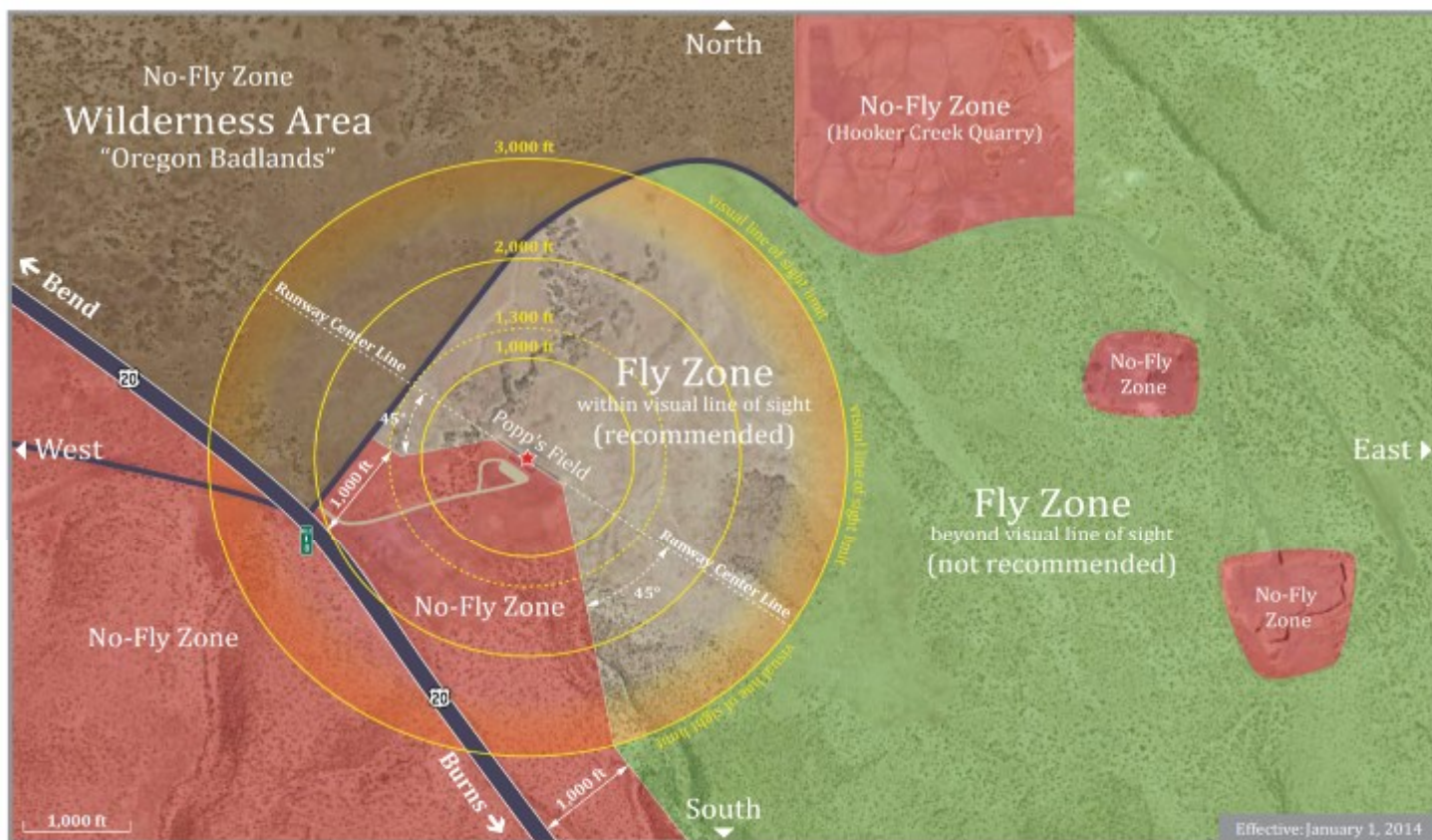


Dennis ventures back from the flightline after an amazingly



Dennis put a lot of lights on this baby. Ooops — one little detail — too heavy to fly, even after installing a larger





Bend Aero Modelers



Bend, Oregon | AMA District XI

Field Safety Guidelines

A. 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 members 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 are responsible for the safe operation of their aircraft at all times.
5. All guests, spectators, children, and pets shall be supervised by a BAM member at all times while inside the flying field (fenced area) and are encouraged to remain behind the pit tables.
6. Pilots shall always secure/restrain running or armed aircraft.
7. R/C cars and other surface vehicles are prohibited anywhere inside the flying field (fenced area) during active flight operation.
8. Smoking is prohibited anywhere inside the flying field (fenced area).
9. The consumption of alcoholic beverages before or during flight is prohibited.

B. PRE-FLIGHT OPERATION

1. Pilots that use AM/FM radio equipment (50 MHz, 53 MHz, and 72 MHz) shall possess the appropriate frequency pin.
2. Pilots shall place their AMA card on the respective channel pin on the frequency board. This does not apply to pilots using 2.4 GHz transmitters.

3. Pilots shall not start/run their aircraft in the pit area.
4. For extended engine tuning and troubleshooting procedures (e.g., more than usually needed to start the engine), pilots shall use the marked areas designated for tune-ups, break-in and troubleshooting.
5. Pilots shall never leave their aircraft unattended while the aircraft is running or armed even if it is secured and restrained.

C. FLIGHT OPERATION

1. Pilots shall only taxi aircraft on the taxiways and runway. No taxiing is permitted in the pit area.
2. While flying, pilots must remain behind the safety fence.
3. Pilots shall verbally communicate their intentions during takeoffs, landings, low passes, touch-and-gos, and emergencies.
4. 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).
5. Only pilots and a supervised helper are permitted beyond the safety fence (e.g., to retrieve an aircraft).
6. Landing aircraft have the right of way. Dead-stick landings shall be called as such and given immediate right of way.
7. Aircraft shall not take off from the taxiways south of the safety fence.
8. Aircraft shall not land on the taxiways at any time.
9. Pilots shall call all maiden flights prior to flight. All other aircraft shall be grounded until the maiden flight has been completed.

February 25, 2016 | Revision C