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Bend Aero Modelers



FLIGHT REPORT

JUNE 2024



**MARK YOUR CALENDAR AND
SAVE THE DAY! MORE INFO FOR
THIS CLUB EVENT ON PAGE 4**

NEXT MEETING

June 26, 2024

6:30 pm at Black Bear Diner

Food available
come early to visit and eat.



FROM THE EDITOR



by Andy Niedzwiecke

Well, here it is.....almost July and not much newsworthy has occurred. One thing I want to mention is that in the coming couple of weeks, a work party will be scheduled to erect a new safety fence. We have waited this long because we need it to be warm to hot so that the vinyl material will be softened enough to make it hang properly, so be on the lookout for a notice from our president calling volunteers to make this happen.

Be sure to make plans to attend the BAM Firecracker Family Day on July 20. There is a featured page in this newsletter telling what this is all about. We had originally planned a FunFly but the members of BAM do not seem to want a "real" fun fly but rather just do normal everyday flying and there's nothing wrong with that, but for those of you that have never attended a "real" fun fly, you are missing out on some real fun.

This club used to produce an event that spanned over three days which included camping, bonfires in the evening, open flying in the morning and evenings and several contests during the days.

We also used to produce, in coordination with the other clubs in Central Oregon, pylon racing which took place monthly and rotated between all the other clubs flying locations.

Now we do nothing but just do our weekly casual flying and, like I said, there's nothing wrong with that, but it does not produce any real news worthy items.

I think, based on the lack of events, I'm going to produce this newsletter either bi-monthly or quarterly. I will send out a cover page which will cover where we will be meeting, the time of the meeting and anything important that will be addressed at the meeting. Until next time.....CHEERS!

Andy



FROM THE PRESIDENT



by Bill Broich



Greetings fellow BAMer's

I was thinking a few days ago about when I started this hobby, and where I am today. It has been a long and interesting (to me) journey.

Like most of you, at a young age I was so taken by anything at all to do with airplanes. It started for me in New Mexico, where my dad was stationed at Kirtland AFB. Little 10 cent balsa gliders, probably made right here in Bend. Flew them until they were in pieces. If I saved my allowance, the grand total of 25 cents got the one with wheels and a rubber band motor. Didn't fly long, but it **TOOK OFF FROM THE GROUND!** Amazing!

From this I moved up to balsa stick built planes from kits. Looked much better, but were so heavy the rubber band motor didn't help much. Flew them as best as I could, until they were so broken up they would meet an explosive and fiery death. A neighbor had access to fire crackers, and many a plane meet their demise that way.

By the time we had moved to Minnesota I found a few likeminded friends. I had several Cox .049 glow engines, including my pride, the Golden Bee. Oversize fuel tank, cross vent and filler tube, so inverted flight was no problem. It was the envy of the neighborhood. Went through many control line planes, we had a baseball field behind our house, so a lot of time was spent there flying in circles. We all knew about Radio Control, you could read about them in the magazines, but they were way beyond our meager budgets for planes.

Eventually the family moves to Oregon, high school, and the planes took a back burner. Kids of my own, and one day in an airport I look up and see huge model airplanes hanging down from the ceiling. This was the San Francisco airport, and for a long time they had what looked like 1/3 scale models of a Spitfire, Hurricane, and a few World War One planes. Looking closely, you could see the control horns and linkages to the servos. I went to the bookstore there, and they even had a magazine for RC planes. Bought it, and realized the time had come for me to fulfill a childhood dream, RC planes.





From a glow fueled trainer, to eventually electrics, it is amazing how far the hobby has come. I appreciated every different aspect of the hobby today. While I have no real desire to fly 3D, I marvel at the skill to make a plane perform like that. No matter what your preference is, you can find a reasonably affordable plane to let you realize that dream. We are truly in the golden age of RC

HAPPENINGS AT POPP'S FIELD



Firecracker Family Day July 20, 2024

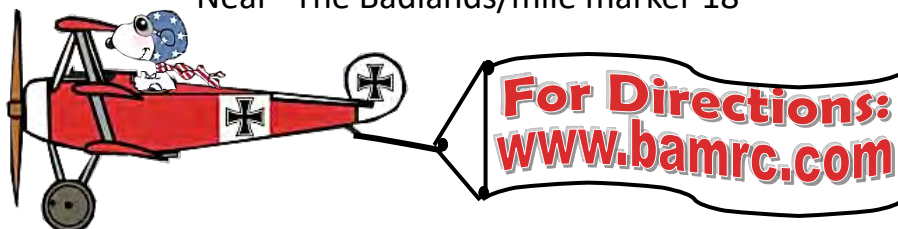
This will be a day that all BAM members and their families and friends will surely enjoy. Bring your favorite planes to show your family and friends how much we enjoy this hobby and also share good Cheeseburgers, Hot Dogs, soft drinks and chips provided by the club. Spectators are welcome and can choose to share in the food offerings for a modest donation. Be sure to bring chairs with you as they are limited

-  Porta-Potties including handicapped
-  Open flying for all AMA pilots
-  Exploratory training flights
-  Covered Seating

Bend Aero Modelers Popp's Field at Horse Ridge

East Bend, off Hwy. 20.

Near "The Badlands/mile marker 18



SHOW & TELL



May Meeting



Andy Niedzwiecke brought in his new Aero Foam Mig-17. It is a 90mm EDF with flaps, retracts and air brakes. He replaced the included 90mm outrunner motor and fan with a Freewing 90mm inrunner motor and fan. Who knows when this will maiden???

SHOP TALK



This month's featured shop is owned by remote member Tom Schramm. As you would expect it is tidy and organized. He also managed to feature a couple of his projects in the pictures. The lower right photo is something his wife wrote on one of the cabinets. The following description is in Tom's own words. Shop is 13' by 27' heated and air conditioned. Contains a table saw, compound miter saw, surface planner, drill press, band saw, scroll saw, disc sander, two set up tables, model building area, several storage cabinets, and assortment of hobby and woodworking related hand and power tools.



THE TOP 10½ REASONS WHY I CRASHED MY MODEL AIRPLANE

1. IT WAS A RADIO HIT.
 2. WIND SHEAR.
 3. THE GROUND WAS TOO HIGH.
 4. MY TRANSMITTER WENT DEAD.
 5. MY RECEIVER WENT DEAD.
 6. PLANE EATING TREES.
 7. IT REALLY WAS A RADIO HIT.
 8. SUN SPOTS.
 9. KARMA.....VERY
 10. IT'S THE ONLY
 - 10½. PILOT ERROR?
- BAD KARMA.
WAY I CAN LAND.

Boink!



MEMBER'S PROJECTS

Here I go again, Foamfoolery!

By Dennis McMahon

Back in about '76, I made an initial foray into RC while stationed at Vandenberg Air Force Base, CA, (now Vandenberg Space Force Base). I picked up a Midwest Sweet Stick kit, a scaled down Ugly Stick and modified the wingtips and tail feathers, Monokote throughout. I think the motor was about a 40, run by a Kraft 4-Channel on 72.08. It flew amazingly well, but other interests arose and I sold it, putting my RC quest on hold for nearly 40 years. Back then, I remember seeing another Midwest kit called the Strikemaster; still available somewhere out there, so I decided to see if I could come up with something mildly similar, downloading the plans and having them enlarged by Bend Mapping & Blueprint for reference.



Midwest Strikemaster

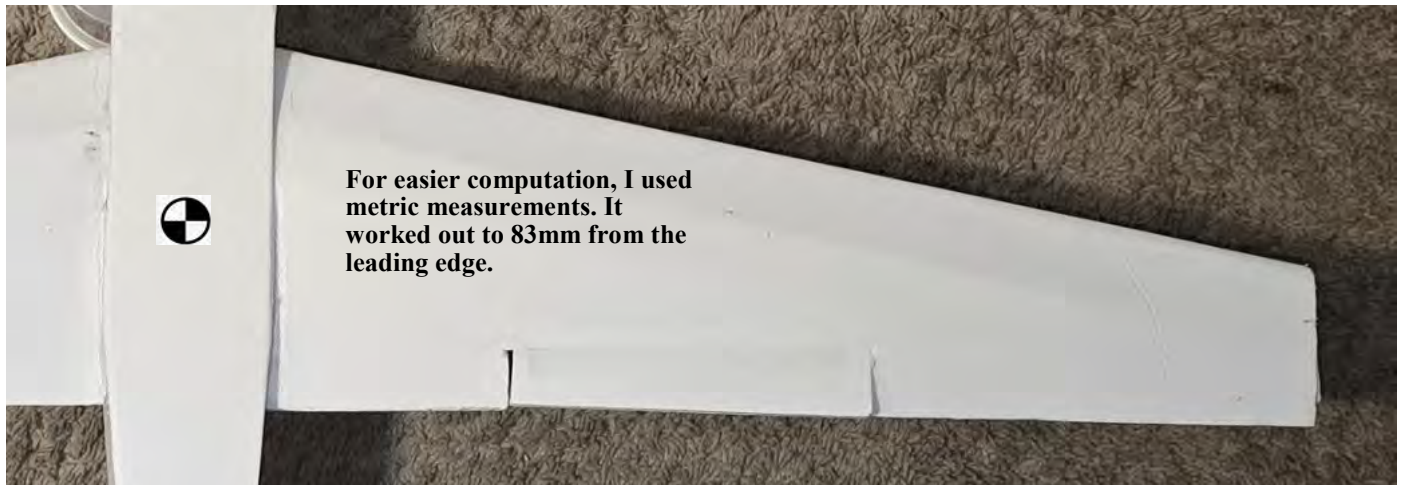


True scratch building is a great learning experience, and with this hobby, a unique measure of how much we learn and apply will become evident in that first maiden flight's success or failure, so I'm forging on with the prospect of success or catastrophe riding on a couple sheets of foamboard. Starting out with some back of a napkin style sloppy conceptual sketches, the build has brought several questions and challenges, first of which is how to determine the CG on a swept-wing plane. I seem to remember James mentioning one time that the swept-wing design is prone to tip stalls, so I progress along not knowing what will occur once she heads down the runway the first time. Will this wing without a leading edge perpendicular to the fuselage even generate enough lift to fly? Determining what size motor, ESC, battery, prop, etc. based on similar sized planes? I know there are wildly complicated ways to figure all this out, but what the heck, it's only foamboard. I suspect I may have made both the rood and wingtip chords shorter than they should be, so who knows? I anticipate it will have to build up a lot of speed before rotation to take to the sky. The fun of scratch building. First, CG. From an article by Jerry Neuberger in Tailspin, The New England Flying Aces News



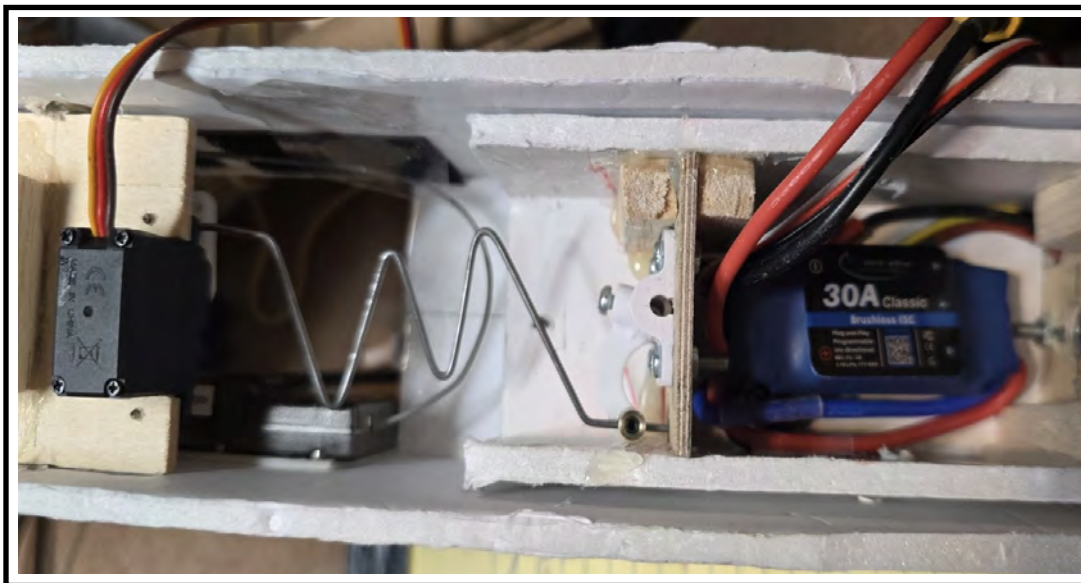
https://www.google.com/search?q=cg+on+swept+wing+plane&source=lmns&bih=911&biw=1920&rlz=1C1CHBF_enUS994US994&hl=en&sa=X&ved=2ahUKEwjpireOyrWGAXW-BjQIHbBoB2QQ0pQJKAB6BAg-BEAI#fpstate=ive&ip=1&vld=cid:f1a62020,vid:GeYuAbZmDYQ,st:0

It was interesting to me how far back the CG computes to, but it certainly stands to reason. I surmised that this plane will probably be nose heavy, so I designed the battery mount further back midship than we'd normally place it. Preliminary tests indicate the probable need for aft weight application. And, the Strikemaster plans in balsa show similar battery placement.



At first, I built a couple boxes, one up front for the motor, ESC, and steerable nosegear, the other midships to hold the rudder servo, receiver, and battery, held in place with the Flite Test barbecue skewer approach. I later decided to put the whole works in one longer box to simplify things and facilitate any needed adjustments. Hatch covers will be held in place by Velcro and/or magnets.

I'm incorporating a steerable nosewheel, a straightforward application using hardware parts from ParkZone's T-28 (takes 2 sets to have the needed components), and will use a single arm



servo with the nosewheel pushrod closer to the center and another inside a guide tube for the rudder itself. On nosewheel pushrods, I often use a Z-bend somewhere in the pushrod's center to pretend I'm providing a little shock protection for the servo. I've also used a pushrod

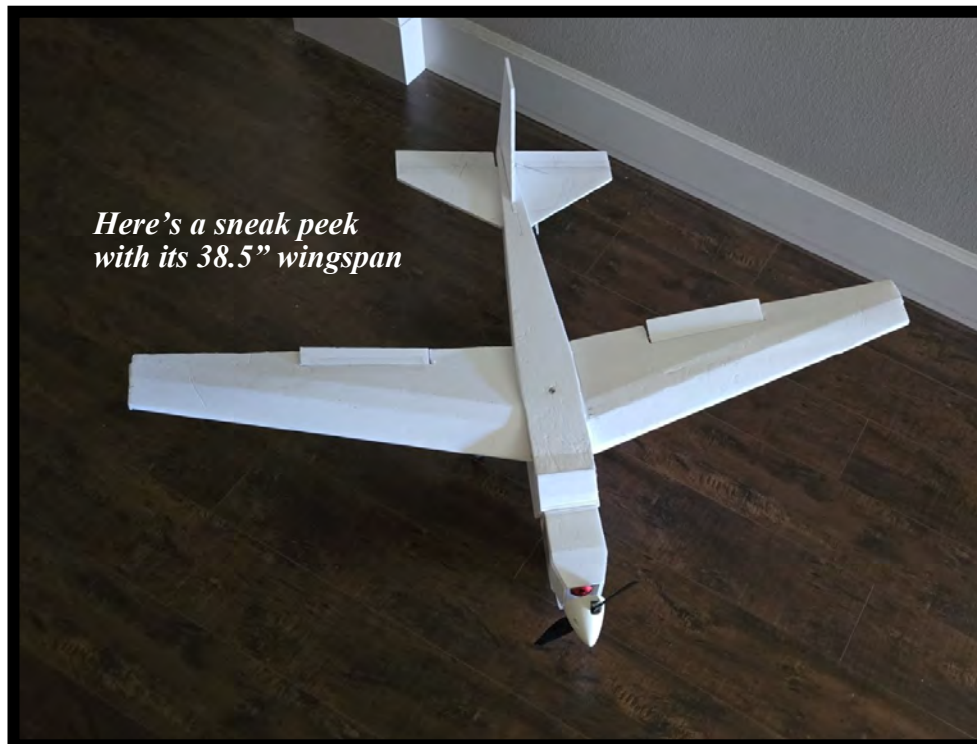
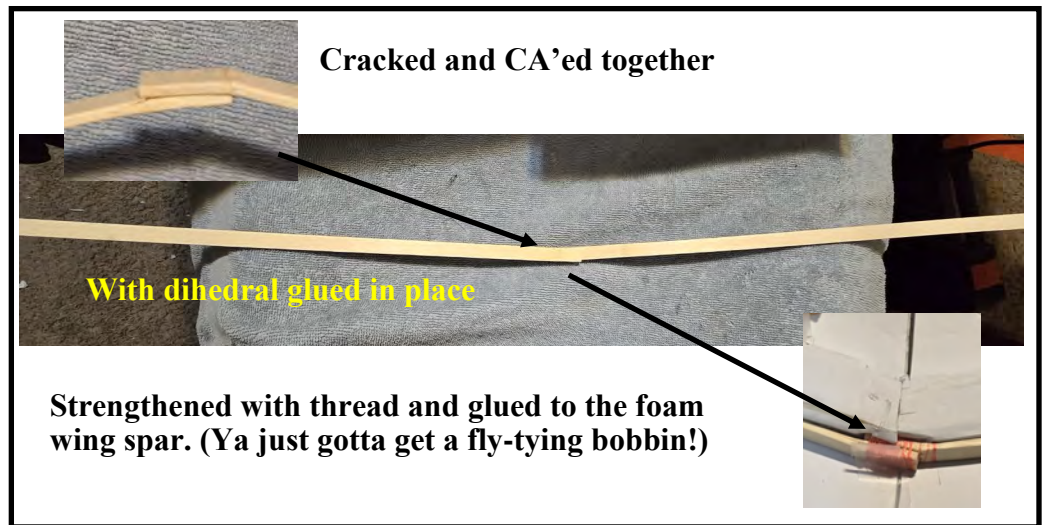
stopper on the servo arm with a couple ballpoint springs between a couple wheel collars, but I'll just stick to the Z-bend for this bird. Turned out more of a W-bend. The Z-bend also provides the ability to stretch or compress the angles to adjust the overall pushrod's reach. Elevator control will be via an aft-mounted servo .

I'm partial to a little dihedral. To achieve this, I fashioned the foamboard wing spars tapering away in thickness from the fuselage toward the wingtips and added in front of them a bamboo spar. For the swept wing feature, I gently cracked both bamboo pieces and CA'd them back together with a slight

dihedral and wrapped them with some orange thread in a flytying bobbin and a further CA topcoat. That's an advantage of bamboo, getting away with partially cracking it while the remaining fibers remain essentially intact. If you ever need a couple sticks, let me know and I'll provide them to you. Mine are 16" x 3/8" x 1/8".

By the way, if any of you would like to follow my cheapo construction quest with foamboard, you'll need a good hot glue gun. I have an extra one that is yours for the asking. Joe Newman used it on a flying wing and it worked fine for him. If interested, email me at dennismc@bendbroadband.com

Hopefully, by the next issue, I'll have completed and maidenized this baby and either designed necessary changes or wisely scrapped the whole works.



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 in side 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

Academy of Model Aeronautics National Model Aircraft Safety Code

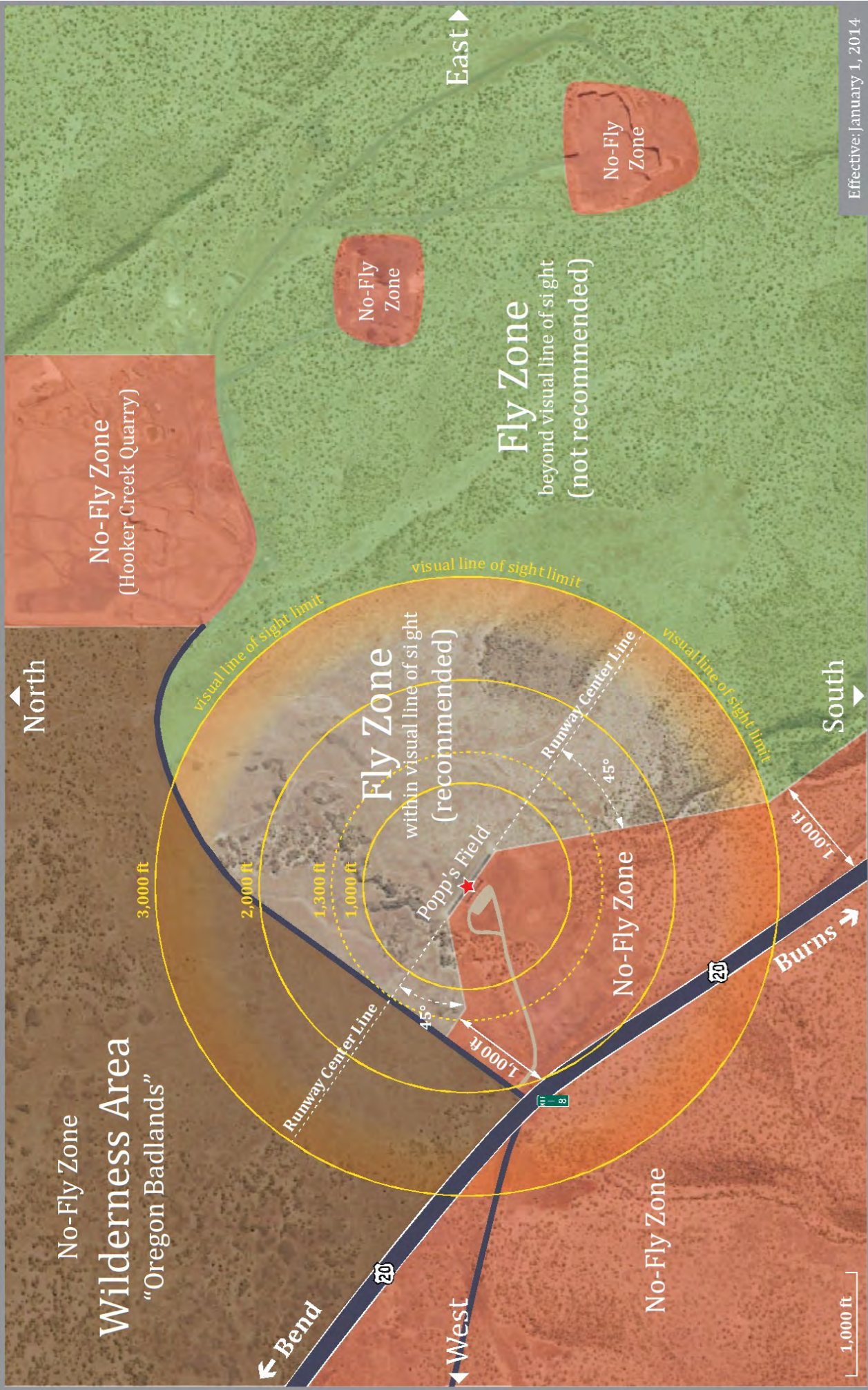
Effective January 1, 2018

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



Effective: January 1, 2014