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Bend Aero Modelers



FLIGHT REPORT

DECEMBER 2024

All the best to all members and their families this holiday season. Here's to clear skies, light winds and warm days this winter so we can get out to fly as much as possible.

**Next Meeting
Take Note!**



Next Meeting

**No Meeting in December
Next meeting January 22,
2025 at Black Bear.
Christmas Party December
7th**

From the Editor

Just a heads up to all members, Membership renewals are rapidly approaching and per the by-laws the dues are due no later than December 31, 2024. If dues are not paid at that point, you will not receive the new gate combo until you renew. If you do not renew by January 31, 2025, you will have to submit a new membership application and pay the new member price of \$75.00.

Also don't forget this years Christmas Party. Once again, Tim and Cheryl Peterson have graciously offered to host BAM at their place. The party is this Saturday, December 14th, and will be a potluck affair. BAM will furnish sodas, water and ice. If you want something else for a beverage, bring your own. It was a blast last year, and I expect another great event. Be there if you can.



BAM Christmas Party

Saturday December 14, 2024 at 5:00

Tim Peterson's Place

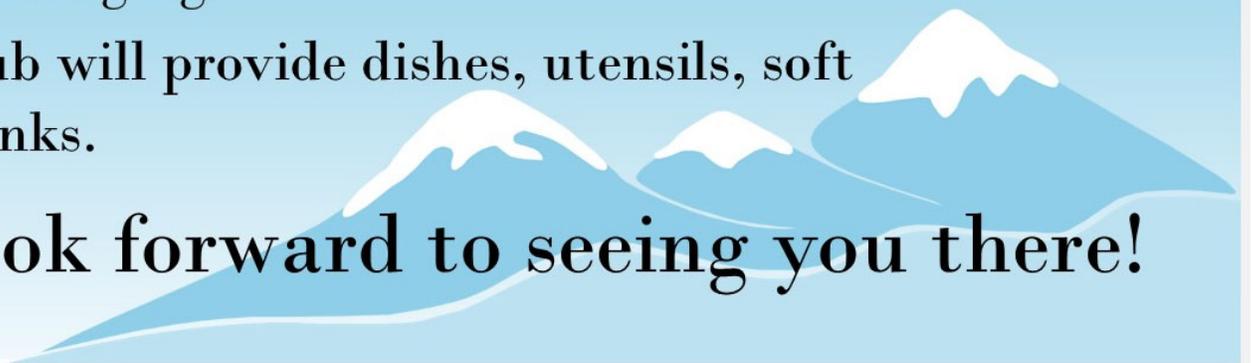
23670 E. Hwy 20

On Hwy 20 on the way to the club field. Just past Dobbs Road the first house on the left.

Bring a dish to share of your choice. RSVP to Bill Broich (broich.bill@gmail.com) or Tim Peterson (Tim74fl@gmail.com) to give us a head count and to know what you will be bringing.

Club will provide dishes, utensils, soft drinks.

Look forward to seeing you there!



FROM THE PRESIDENT



by Bill Broich



This is the usual time we look back on the year. It was a relatively quiet year, the only real improvement to the field was to replace the safety fence. We had a significant increase in club membership, and that is great. But we do have a developing issue that we as a club will need to address in 2025.

Our runway is developing significant cracks (13 in total) in the surface. It has cost several of us major repairs to planes when hitting these cracks on takeoff. We have attempted repairs in the past, both having professional repairs and trying it with just club members doing the work. Both methods have proven to be lacking in solving the problem.

The cracks present a few problems. First, we need to seal them to prevent moisture from penetrating and having our freeze/thaw cycles making more cracks. Second, the cracks are an inch or more in width and a half inch or more in depth. This void needs to be filled in. Finally, previous attempts at filling the cracks have left a thick lip above the surface of the asphalt. This seems to be the primary reason planes with nose gear pop up on their take-off run. So the solution needs to remove this lip, fill the cracks to bring them up to level with the asphalt, and seal the entire surface.

There has been a lot of discussion around what to do. Some have suggested we replace the runway with concrete, a section at a time as funds permit. We did some checking, and just for the concrete with the club supplying all the labor, would be about \$24,000 to lay down 3 inches the width of the runway for 10 feet of length. Until a club member wins the lottery and donates all of his winning to the club, this isn't going to happen. Replacing the whole runway with an overlay of asphalt was also proposed, and while it would probably be cheaper than concrete, still not realistic for us. This brings us to repairing the cracks themselves.

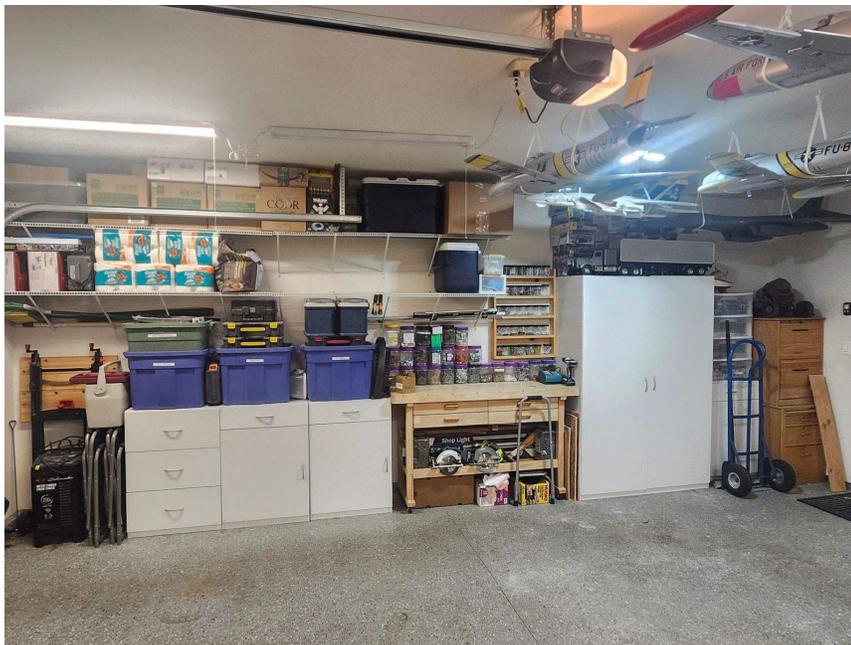
We have several suggestions as to how this could be accomplished, with concerns for each of them. In order to dig deeper into what we should do, we have formed a committee to look in depth at all of the suggestions. This committee has members of the club that were here when the asphalt was originally laid down, some members in the construction trades so some knowledge of what methods are now available, and some members that have some interesting ideas to explore. If you think you have something to contribute, please let me know and I will see that your expertise is added to the committee. Hopefully this group will have some specific ideas for us to consider at our next club meeting in January. At that time we should have a good idea of funds available, potential costs, and ways for us to bridge the gap that may be there.

The runway is by far the club's biggest tangible asset, and we need to preserve it. I do not want my time as club president to be remembered as when this asset was destroyed.

SHOP TALK



This month we feature the shop of Andy Niedzwiecke, former VP of our club. He has recently moved to Lyons, and is trying to get 10 gallons of stuff into a 5 gallon bucket. But as you can see, where there is a will there is a way.



Member Profile

I had mentioned previously we have a very diverse club membership. Many members have a very interesting life journey combined with their love of all things aviation related. I have asked some members to share some of their stories with all of us. Fried Baitis has agreed to be the first of what I hope will be many profiles we share. By the way, Fried was the very first club member I met on my first trip out to our club field. It was during the covid shutdown, and he was the only other person out at the club field. Made me feel really welcomed to have joined. Anyway, here is his story. Enjoy.

Some time ago at a monthly BAM meeting, I remember Bill saying that we should get to know each other, because "there were a lot of interesting stories out there". I didn't think about his comment at that time, but fast forward a bit to one of our flight days, and he heard me talking about my father and his experience in the Luftwaffe. He came up afterward, and asked if I'd consider writing a short history that he might use in the newsletter, and I agreed to think about it. In any case, with a minimal amount of arm twisting, here it is.

After the war ended, my father somehow ended up walking back from a crash landing in the Yugoslavian Alps to somehow find his girlfriend in what remained of Germany. Somehow, the stars all aligned, and I was born in Northern Germany at a refugee camp. Things worked out alright because he sent a thank you letter to the random name that apparently was enclosed in a CARE package, and after 3 years of correspondence, my family (2 boys and my mother and father) was offered sponsorship. As my dad put it, he thought about that for 2 or 3 milliseconds, and eagerly accepted.

I'm not sure about most of the details, but in May of 1950, we were all packed aboard a liner and arrived, first at Staten Island in NYC, and then a long train ride to central Montana, where we learned English without the benefits of running water or electricity or teachers with dual language capability. Somehow, they seemed to do an admirable job, as all 4 (I'm the oldest, then 1 brother, and 2 sisters) of us kids graduated from College. I left out the part about moving to Oregon after 9 years, but yeah, we all ended up Ducks.

I started flying models at age 13 or 14, first with Cox .049 powered plastic u-control, and then rubber powered actuators that you can read about in old magazines, and on

to real r/c equipment that used batteries and ended up weighing almost a pound per plane full of equipment (4 Channel), and many years later my first proportional radio- what will they think of next! There were actually some breaks in the next 40 years of raising family and USAF/Airlines, so I missed out on a few of the in between years, but the experience of building and fixing was invaluable even to this day. I have to admit that I like getting a box and having a flyable model in an hour or two instead of the old school experience. Like my father once said, he'd never want to go through the war again, but he wouldn't have missed the experience for a million dollars. I can relate to that.

To keep this going as a short life history, I graduated from U of O as an organic chemist, and then never used it again. Hard to do quantitative analysis in a fighter cockpit, but a minor skirmish had broken out in Southeast Asia, and (another story in itself) I found myself in the Air Force. Won't bore you with all the details, but I flew all 20 years (hence retiring as a Major, since the military wants people to have desk job experience as well as my inability to NOT speak truth to power). As you can tell, I could stand up on a stage (done that too) and talk until the beer runs out, but suffice it to say that I flew the F-100 (RVN), the A-7 (Also RVN), then the F-104 which got me an exchange tour in Germany 6 miles from where I was born, and then the F-5E teaching Russian air to air tactic. Finally ended up as the advisor to the Peoria ANG flying the A-37, but only after my only staff tour as an inspector to all the western state National Guard units, where I was lucky enough to fly the A-7 again. All in all, over 4000 hours of mostly single seat, single engine time, having the most fun you could have in those days where the computers and radar watch everything, and also do most of the work. I was lucky to have flown at the time that I did, (as we put it) iron men in iron airplanes.



F-100

A-7





F-104

F-5



A-37

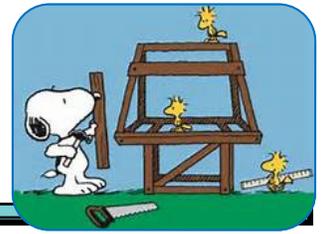
After the 20 year tour, I found myself in the fortunate position of having the kind of experience that the Airlines all literally drooled over. Spent 3 years at a small outfit called TWA, and then United

(United is what we all called it after the bankruptcy) for the next 14+ years. Mix in almost 700 hours of glider time, and another 500 of Super Cub hours, and I feel incredibly fortunate to have a lifetime where my takeoffs equal all my landings.

As you can tell, this is an incredibly abbreviated history, and for those of you who know me already know, I can come up with hours of stories, all of them with at least some grain of truth to them. The old saying that you can't make this stuff up is absolutely true. Feel free to ask me about anything, and I can probably wear your ears off.

Fried

MEMBER'S PROJECTS



Some of you may have seen this beautiful plane built by member Tom Schramm AKA Trouble, for Dennis McMahon. He built two of these at once. The detail and craftsmanship is amazing. I wanted to share these for those not at the meeting.



BAM Bulletin Board

This space to sell
your aviation related
items.

Even more space to
sell stuff!!

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.

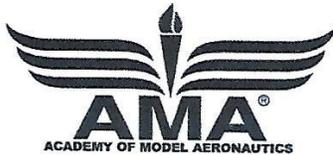
SAFETY REPORT continued



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

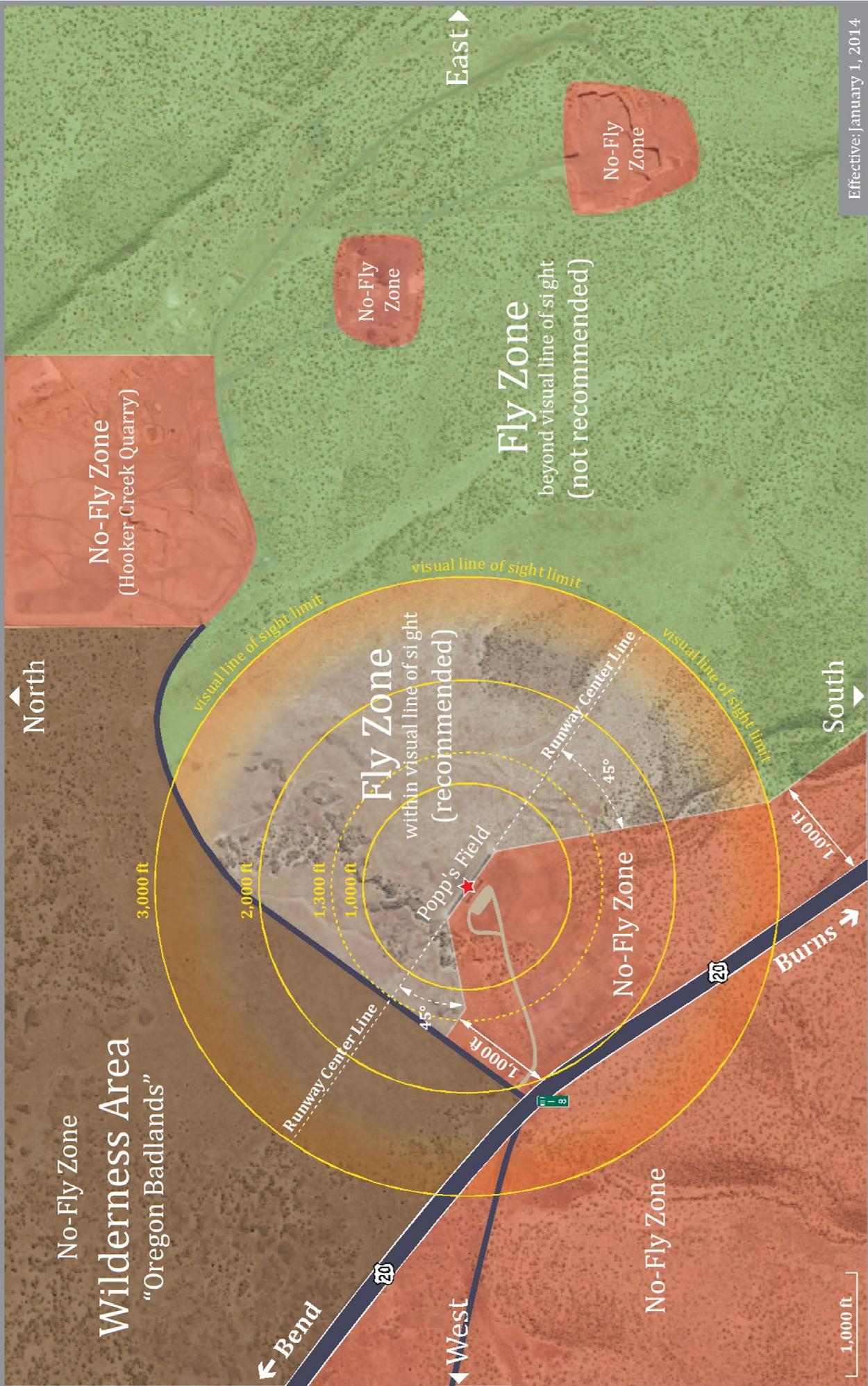
A model aircraft is a non-human-carrying device capable of sustained flight within visual line of sight of the pilot or spotter(s). It may not exceed limitations of this code and is intended exclusively for sport, recreation, education and/or competition. All model flights must be conducted in accordance 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

★ Popp's Field: Latitude 43° 56' 42.34" N / Longitude 121° 1' 16.21" W

No-Fly Zone
 Wilderness Area (No-Fly Zone)