

Bend Aero Modelers



Flight Report

Sept-Oct 2018



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Next Meeting



October 24, 2018
6:30pm At Black Bear Diner
Food Available
Come early to visit and eat!

From the Editor

By Bill Hand

October 2018

The last two months have been hectic , and I apologize for missing a publication in September. This issue will be my last contribution as I will be traveling more during the years to come and may not have access to what I need to do this job.

I have enjoyed being the editor, and I hope the next editor will have as much fun with this assignment as I have had.

Now on with the newsletter.

His most illustrious, the *Grand Poobah*, is rewarding us with learned comments and advise; this glorious month of September

Hello all members

Wow, I go away for a bit, and all kinds of new members are flocking to the club. Welcome all, and I hope to meet you either at the field, or a meeting. As I write this, the first cooler days of fall are here, but the flying season is still with us. I understand there will be at least one more campout and BBQ picnic, combined with a work party, on the 22nd this month. Don't quote me, but check with Dave Reiss for details. As always, he has done a fantastic job of keeping the flying grounds and structures in great shape. Show up, bring a pair of gloves and old clothes you can help paint in, and help by doing a little sprucing up. If nothing else, pull some weeds. If in doubt, I'm sure our Field Marshal will have some ideas. Bring an aircraft, eat some food and enjoy the day.

As we get into the fall months, it will be time to think about electing a slate of club officers again. The jobs are actually not that demanding, and if interested, throw your hat in the ring. As always, we have usually seen the people who do the official jobs stay in them for several years, but when the time comes to pass the torch, few seem willing to step in. As I've always said, IT'S YOUR CLUB. Think about the direction you'd like it to go, and step in.

Try to attend the next meeting on the 26th of September, at the always reliable Black Bear Diner, as there will probably be some issues raised that some are concerned about. I'll also throw out the idea of a Christmas party again, if someone would like to head that committee. As always, it takes the one person who says "I'll do that". Helpers are easy to get, but the head honcho is sometimes tough to find.

Anyway, I'm heading back into my workshop, aka my garage, to see about getting the Ultra Stik gasser in running shape, so that I'll have something else to fly if (when!) I rip the landing gear off my wildly careening low winger again. Come out and watch the fun before winter comes.

Have fun, and fly safe.

Fried (aka The Grand Poobah)

Miss September-October



Contributions from members:

From Tom Schramm



As per popular vote, the crash trophy is no more. Tom and Joe Newman were responsible for it's burial. RIP-CT

2018 BAM Fun Fly July 21, 2018

Trouble also contributed this tech article:

SOLDER FLUX REMOVAL

NOTE: This does not apply to electrical/electronic solder connections.

Many members have the need to do a bit of soldering in constructing or repairing models. This may include Tin-Lead Solder or Silver Solder used to join metal parts, i.e. landing gear, braces, control rod clevis, etc., which requires the application of a separate liquid or paste soldering flux material prior to the soldering cycle. Soldering flux is formulated to remove surface oxide on materials being soldered and any flux residue remaining after soldering should be removed to avoid potential corrosion issues.

As soon as possible following the completion of the soldering cycle, steps should be taken to neutralize and remove the flux residue.

Step #1

Thoroughly soak and wash soldered parts in a solution made up of one to two ounces Tri-sodium Phosphate (TSP) or Bicarbonate of soda added to one gallon of water heated to 120 F (49 C).

Step #2

Rinse thoroughly in a detergent treated water, heated to 120 F (49 C) Keep parts in motion to promote complete removal of step #1.

Step #3

The final rinse is accomplished using clean water heated to 120 F (49 C) and keep parts in motion to remove step 2 processes.

Step #4

Dry parts completely.

Step #5

Admire your work

Icarus, Daedalus and SAFE Mode

By Dennis McMahon, BAM Treasurer

Enshrined in Greek mythology is the story of Icarus and his father Daedalus. The back story has to do with some labyrinth and a minotaur on the island of Crete. Anyway, the two endeavor to escape the island by means of wings Daedalus fashioned out of feathers that were attached to their arms with wax. He'd have killed for some glue, I suppose. Daedalus told Icarus not to fly too close to the sun or the sea; the sun's heat would melt the wax and gravity would fulfill its historic role. Of course, Icarus knows more than his ol' man and flies too high, melting the wax and causing an unceremonious plop into the sea, where he drowns. The story doesn't totally die out, though, in that today, many military pilots are members of the Daedalian Society, originally formed by WWI military aviators in 1918 based on an idea voiced by Brigadier General Billy Mitchell 13 years earlier.

Anyway, I've never paid much attention to the mythology of any civilization, one of my many areas of ignorance that would keep me from appearing on *Jeopardy*, but I did learn a lesson on flying too high. In this case, it was on August 29th, 2018 out at Popp's Field. Gloriously beautiful day, wind shifting around a little, great crosswind practice. He flew out there that morning on the spur of the moment, turns out I was the only one there that morning. I had several great flights with my new Sport Cub-S, my UMX Timber, and my battle scarred and proven, Crash Trophy-winning Ilypso. I was going to fly my full size Timber, but first rolled out my Apprentice. I had not flown it since James had maiden it for me a few weeks earlier, where I realized there were more programming steps I needed to complete which I did in subsequent weeks, along with those of all my other planes. Hey, what the heck, I had a career in IC and worked on and managed them in various capacities, so tweaking a transmitter wouldn't necessarily require a rocket scientist, or so I thought.

That day that Apprentice flew like a dream and I did several delightful touch and goes. I had ensured it was in SAFE mode before setting it down to taxi out, watching the ailerons respond beautifully to the gyrations I twisted it through. I was feeling pretty Top Gun-like, though I knew full well that SAFE mode was really being my faithful guardian angel and I planned to take advantage of this mode throughout the day as I became more familiar with the plane. I decided to take it up a ways and try some more daring maneuvers—OOPS! On that beautiful day, a powerful thermal rose out and grabbed that baby and sucked it up to the northeast. I enjoyed it for a while, but soon realized I was going to have to follow a little more closely in Daedalus' contrails and head back closer to the Junipers and sagebrush. Guess he wouldn't mind me! I gave it full down elevator, full aileron and full throttle and cranked in full down trim, but, like Icarus, it had other places to go. I thought about whether SAFE mode had locked it into a mindless trance where it stayed happily level riding along on the air currents. I flipped the switch to exit that mode. No response. Transmitter voltage was 5.3v, well above what I think Spektrum considers a problem, since their warning doesn't sound until around 4.2v. Any of you have more info on minimum transmitter voltage?

Go on to next page

All I can deduce is that I hadn't properly programmed the switch to pull it out of SAFE mode. I chopped the throttle and incredulously plunged into that sinking feeling when you see that one last little hint of a white line far out over the northeast horizon which constitutes your final glimpse of the wings of your beloved aircraft. Who knows what happened when it followed Icarus too close to the sun.

This whole transmitter programming journey has been a series of trial and error for me. The manuals remind me of some math text books, one of which I think said something akin to: "Since the cosine of angle theta subtends the arc of quadrant AB, clearly it follows that the hypotenuse of triangle XZA proves the Theorem of Reflexivity in that vanilla ice cream melts a little slower than Rocky Road." And today, the sun is probably trying to melt the wings of my white Apprentice, probably in a lonely Badlands perch. In pursuit of the wayward foamie, I drove out the paved road that circles around to the north of Poppo until I came to some unfriendly No Trespassing signs at that large gravel loaded rock truck happened by and the driver said he'd keep his eyes peeled. (I do have my name, address, phone number, AMA & FAA numbers stickers plastered on it.) It would have been futile to try to stumble through the snakes and brush looking for a glimpse of white, especially since, come to think of it, it's probably bobbing lazily along in Prineville Reservoir, enjoying some thrilling surfing in the wake of a supersonic water skier. Coming back a few days later from a flyfishing day on the Crooked, I took the Millican Road south and came to a rough, rocky ATV road that headed in that general direction for about 3 miles. From the satellite map on my phone, it looked like it would continue for about 10 more miles, but it was just too rough to pursue, and there are so many million sagebrush sanctuaries it could hide in. I hid and laugh at me as I destroyed my car, so I hobbled back to the highway.

The next couple of days, my friend and newly joined BAM member Mike Muller took his drone out and flew some search and rescue flights. He hiked up on that ridge we see to the northeast and discovered it's really a huge plateau. Since he's a straight shooter, he maintained visual contact with his bird at all times, as required by the rules rather than do the FPV thing. This necessarily decreases the search area, but in the video he took, it is amazing how much land there is out there, and how hard it would be to spot a wayward Apprentice. Fried indicated he'd keep an eye out for it from his trusty Piper Cub. I can get my hands on a 4-wheeler if the plane ever surfaces. It'd be fantastic to find it again—thus proving it landed gently, far from the grasp of the Crash Trophy . . .

In closing (finally)—I've been learning a little about transmitter programming by hook or by crook, so please bear with me if I have questions for you about this subject. Also, please be on the lookout to educate guys like me who don't know what they don't know and maybe we can keep from strewing the desert floor with non-recyclable Styrofoam objects. If any of you happen to spot that wayward flier out there some day, please try to coax it back to civilization and tell me about it .

Like Colombo, just one more thing as I get off the stage. Subsequent to all this, I learned from a YouTube something most of you probably already know. That after you do the SAFE bind (Bind Plug then plane battery, then remove plug and bind transmitter to receiver) you probably want to designate a SAFE on/off switch. You do the usual bit by simultaneously holding both transmitter sticks toward the low inside and cycling the desired switch 5 times. The little secret (at least to me) was that you need to leave your High and Low rates at 100% until you get done with SAFE binding. If you do it first, your SAFE Select switch might not turn off SAFE and you go the Icarus route. After completing the SAFE bind as just discussed, you can then adjust your High and Low rates and SAFE Select will still work for you. Had I known this, I wouldn't be boring you with this verbose treatise and you could be doing something fun like watching Icarus could be staring up at my Apprentice in its PVC cradle on my ceiling.



Dennis must live right.....



Another contribution from Trouble.....



Bend Aero Modelers

Bend, Oregon | AMA District XI



Field Safety Guidelines

A. GENERAL

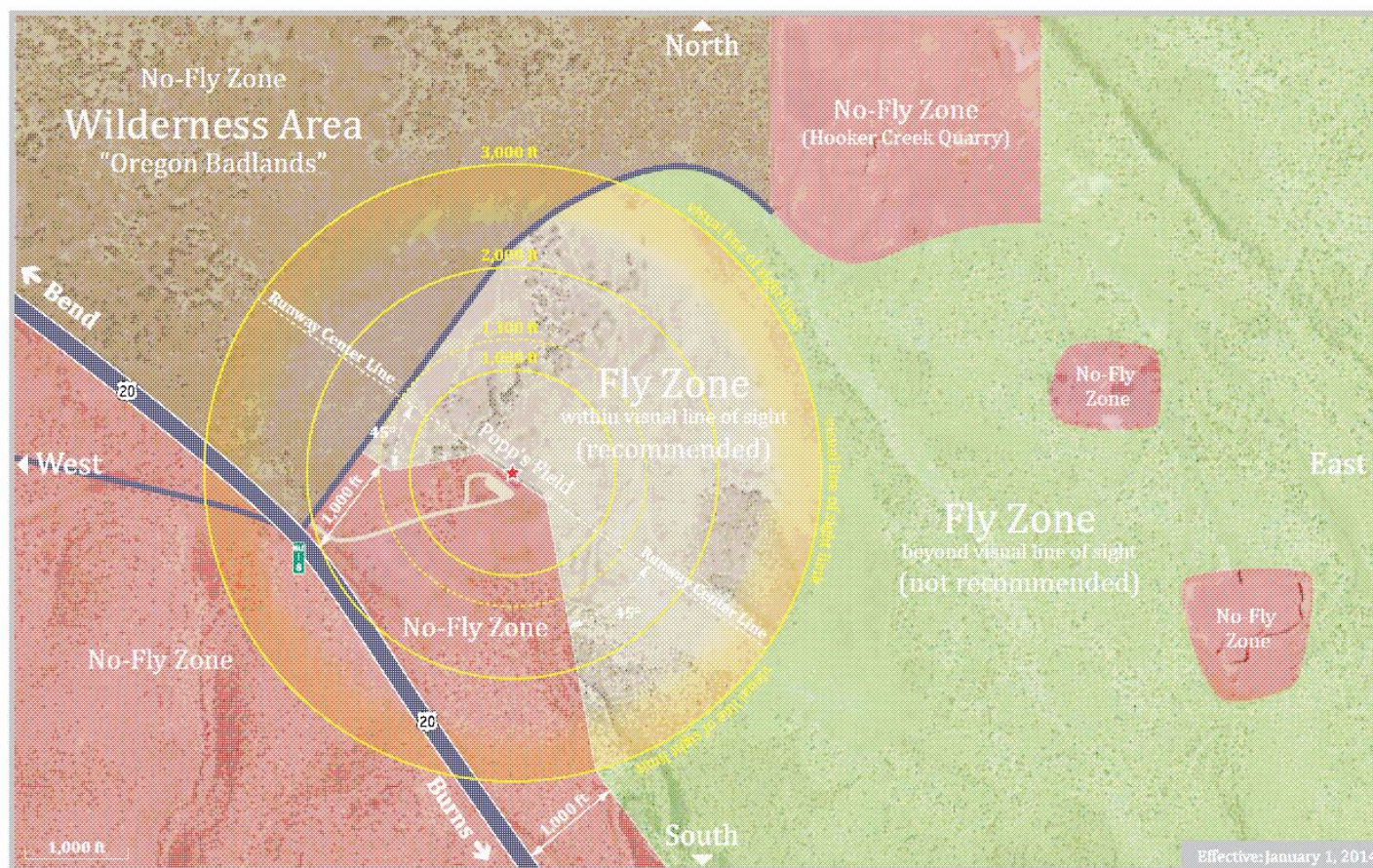
1. All pilots shall be current members of AMA. Proof of current AMA membership is required prior to flying at BAM.
2. Visiting AMA pilots and new members of BAM shall receive a safety orientation by one of BAM's members prior to their first flight.
3. Pilots shall ensure flight operations in accordance 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.



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

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