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Newsletter Editor

Dennis McMahon



BEND AERO MODELERS

January, 2020



BAM Members:

Hello again! I hope you enjoyed the November newsletter that Dennis McMahon has worked hard to publish. I thought it was interesting, informative and entertaining. Please continue to forward ideas and information to Dennis to be included in upcoming newsletters as it makes the product more relevant and fun to read. The more participation we get in the newsletter the better the quality and the easier it is for them to be published.

I commented in last month's note to the members that I like to build RC planes during the late fall and winter months as I know a lot of other members do also. If you have tried to order kits and parts for this purpose you may have experienced what I have in the process...DELAYS! In one case (from one of the large internet suppliers) it took me 9 days to complete my order. They apparently were having difficulty with their site processing orders and after many on line chat sessions with representatives from the company, they were finally able to process the order (an ARF with the servos, electric motor, ESC, etc.). Now, after all of that I have noticed my order has not shipped; it's still in processing mode after seven days. In contacting the company they indicate that the order fulfillment area is backlogged....maybe this will be a spring not a winter project for me! Remember, our local hobby shop D's Hobby has a number of planes and parts for many of your needs. It can certainly save a lot of time and frustration if you check to see what they have in stock first.

(Continued on P. 2)



President's Column (Cont. from P. 1)

On a different note, I have heard from some members an interest in pylon racing. For those of you new to the club, we have had fun and exciting pylon racing events in the recent past. Most recently, a number of club members purchased the electric powered foam Sportster (now discontinued) which made for some pretty exciting racing events, a few crashes and many close



calls. I had just joined the club a couple of months prior to the pylon racing and participated in the events. It was a great learning opportunity and managed to make it through several events (finishing a distant last place usually!) without crashing my Sportster. It was a great plane as it was fun and easy to fly for all levels and it was inexpensive to own one and easy to fix. Perhaps during our next meeting (probably January optimistically assuming the COVID results allow) we could discuss having pylon racing during 2021. One of my recent plane acquisitions is the Hobby King Duraflly EFXtra Racer. This is a plane I

have only flown once thanks to the late autumn conditions but it is amazingly easy to fly and land in one piece yet can go well over 100 mph. The best news is this plane runs on common 3 or 4 cell LIPO, is available in Red, Green, Yellow and Orange colors and it sells for under \$150 as a plug and play. Perhaps this plane or others such as the Rare Bear (some of us witnessed Tom Rainwater fly one of these earlier this year) are planes to be considered for pylon racing. Yet another option would be the Hobby King Goblin Racer which sells for \$100 plug and play. Please think about this, I will bring my EFXtra Racer to the next meeting for all to see assuming of course I haven't crashed it yet!

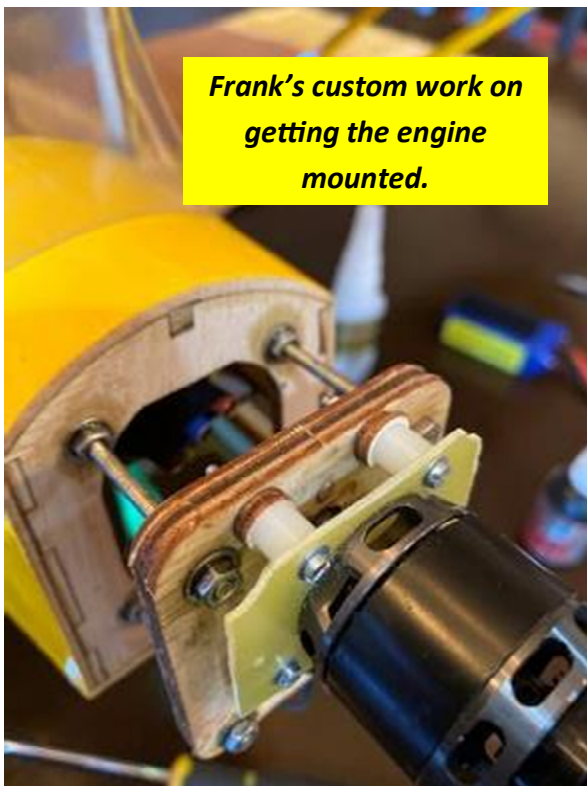
Finally, I have also heard the club used to sponsor an annual fund raiser which took the form of a garage/yard sale. Members would bring items appropriate for a garage or yard sell and the proceeds from the sale would go to the BAM for use in capital improvements. Apparently, the garage sale was held in the Fred Meyer parking lot. I'm sure we could do a little advertising and have a pretty big event, raise more money and awareness for Bend Aero Modelers club and have a little fun along the way. Given the whole limitation of COVID, we may need to think of this as a late spring event but start setting aside those items that you would like to donate to such a fund raiser!

I hope all BAM members and their members stay safe and healthy and get out there and enjoy flying!

A Note from Chuck Tompkins with Kudos for Frank “Keep up the good work” Wood!

I’ve had a great couple of months with R/C flying my recently completed VMar J-3 Cub. It was an ARF model but required a lot of problem solving. Frank Wood was instrumental in guiding me through that as my build and e-motor mounting skills are limited. It has a 54” wingspan and goes together quite nicely after a few hours of diligent hardware installation, strut and gear mounting, engine mounting, etc. An experienced builder would have far less trouble than I did. Have about a dozen flights on it now, some at Popp’s and some at Pine Nursery, so my skills are getting refreshed as I learn the ins and outs of this tail dragger. Now though, with Frank’s help, I’m focused more on the fun part of flying it while blue skies and calm winds persist. Without Frank’s help, it’d be on a shelf collecting dust.

The mounting bracket, shown here, was missing from the motor I received so improvisation was key. Frank took the time to help me set it up and resolve CG issues prior to the maiden. I’m very grateful to him for spending hours of his own time to get me moving forward and this Cub in the air.



A couple weeks ago, Chuck discovered another item for a lot of us to add to our pre-flight checklist. All ready to fly, plane ready, battery installed, control surfaces in order, weather conditions perfect. He reaches in his pocket for his distance glasses and the arm falls completely off the frame making them unwearable. Fortunately his vision is good enough to make the best of it, but this could ruin your day, so a word to the wise . . .





The Safety Corner

Jim Stuart

BAM Safety Officer

THE FURTIVE TRANSMITTER GLANCE:

While flying, look at the timer, look back in the sky and note that your plane has disappeared into the sky, search the sky for 5 minutes....Gone! It was there a second ago!!

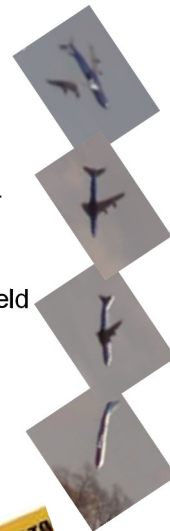


LIFT, STALL, AND ROCK AND ROLL: This has happened to some - on takeoff roll, tried to pull the aircraft off the ground with too low air speed with resultant tip stall and cartwheels with 3 1/2 revolutions and a crunch.



BREVITY IS NEXT TO GODLINESS:

Too brief a pre-flight, missing that loose widget....that held the wing on....wing and plane flutter to ground.



BATTERY STRAP AND A DROP OF GLUE:

Bad idea combined with laziness - Going strapless as a fashion statement with a large lipo battery and an unglued canopy magnet, then decide to do multiple knife edges for the first time....what could go wrong? Outcome, battery ejection at 200 ft and uncontrolled gentle spiral in.



HOW SLOW CAN YOU GO?: This would be a classic maneuver where one would enjoy coming in on the landing approach into the wind as slowly as possible, and the wind let's up all of a sudden....and so does lift, with a nice quick flip into the ground often followed by a crunching sound



HAVE SCREWS LOOSE: Yes it is true, more often than you think. Did one ever actually tighten the servo horn screw before building it into the fuselage. Turns out one didn't and with an elevator fluttering is not for the faint of heart!



I SWEAR THAT BATTERY WAS CHARGED:

Yup, insert battery, take off with a smile on your face, and then watch the motor slow down and your plane pitch nose first into the forest at the end of the runway. No smile now.



One of Jim's Projects :
Grumman Goose

Here's a project of mine . . . It's for guys that can't decide between a water plane and one for the field. Taxi into the pond, retract the wheels and you have a water plane. A Grumman Goose designed by my Dutch friend.

Here's the real deal:



"Fascinatingly Feverish, Ferrously Fashioned F-18"

As everyone knows, there's a gentleman in our club who can build about anything out of about any material, and that's our Field Marshal, Dave Reiss. He's always on top of conditions at the field, the mover and shaker of keeping it fully operational. He's a skilled automotive craftsman, an expert woodworker, and an all around great guy. Here are 3 pictures of an F-18 he fashioned out of steel. It brought out a comment from Tom (Trouble) Schramm, wondering if it might be a new class of jet models called "Ductile Fan."



Speaking of chunks of metal, would any of you know what is portrayed in these 2 pictures from, yes, Trouble? And, remarkably, the item does have a relationship to aviation, believe it or not!



Is it:

a.) The new toilet for the International Space Station? For which you can find viewing times for passes over Bend at

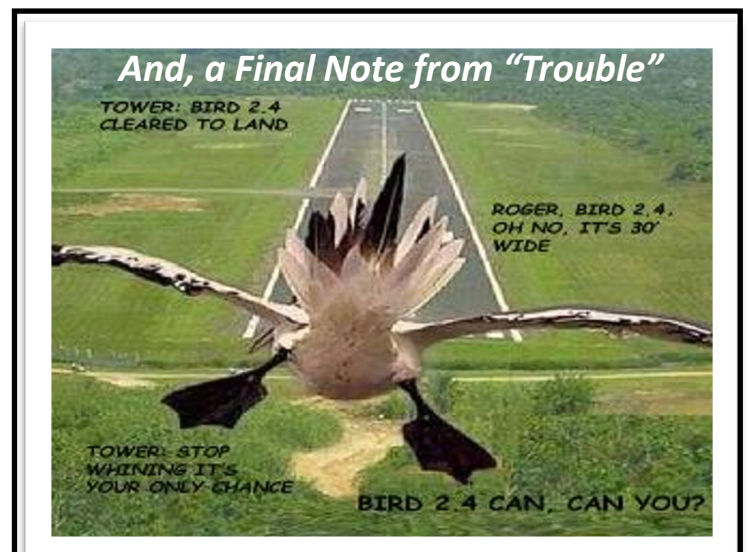
<https://www.astroviewer.net/iss/en/>

b.) The pre-miniaturization prototype of a power plant for Dave's Iron Maiden?

c.) Who cares?

d.) None of the above.

For the answer, See "What the?" on p. 9



Welcome, New BAM Member Bill Broich, who submitted this great article:

I got plans for a FW 190 A from Tony Nijhuis. (*Editor's note: Be sure to check out Tony's site at <http://tonynijhuisdesigns.co.uk/index.htm>*) I took my time, and it was ready for its maiden flight in early August. The "A" version of this plane had a very short nose, and it took almost a pound and a half of lead to get it to balance. I am also a member of the Eugene RC Aeronauts club, and took it there for a club event for new builds. With all of that weight, the gap between flying and not flying was razor thin, and it would tip stall violently. Got it around one circuit and seemed to be set up to land, when it tip stalled again and snapped off the nose right at the firewall.

(*Editor's note: Here's a picture of Tony's FW190A design where you can see how short the nose was*):



NOWOTNY

Obviously I needed to reduce weight, so what I did was extend the firewall out another 3 1/2 inches. This moved the motor and the 6S battery out enough that I could remove ALL of the added weight to get it to balance. So essentially I changed it from an A version to the D version.

Also of note the cowl and spinner were 3D printed by a friend in Hood River. Graphics are by Callie Graphics of a plane flown by Walter Nowotny on the Russian Front, 1943. He had 258 claims, and was shot down November 1944 while flying a ME-262 jet.

I will probably give this plane a second chance in the air come Springtime. Here is how it looks now.

Some additional info on the plane. It is covered with Doculam, the clear material used to laminate papers. You can get it dirt cheap, it goes on easily and has some shrink capacity. Once on the plane, it is crystal clear. I painted this bird with Vaspar latex paint from Lowes, with my attempt to match the colors of the original.



I am currently working on a Fokker DR 1 from a kit from Dancing Wings out of China. It will have a wing span of 60 inches for the top wing. Of course I will paint it like the Red Baron!

Editor's Note: (Sorry for all the interruptions!) BAMsters, we've got a real modeler on our hands here with Bill Broich!

This is Dancing Wing's picture of the DR1 Bill is putting together.

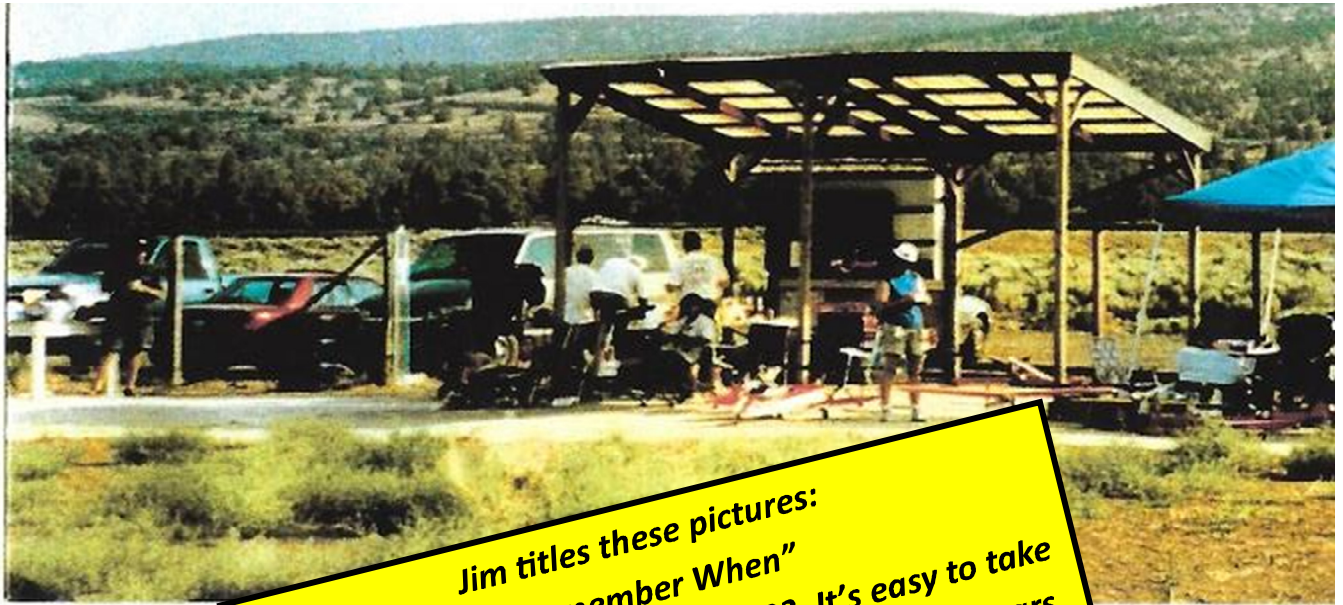
Also, I saw that Callie Soden of Callie Graphics says on her website <https://callie-graphics.com/> that custom orders are 5 to 6 weeks out, but stock designs ship within about a week.



BAM in Yesteryear

This page and the next one are the kickoff for a look back, thanks to Jim Young. Jim has several pictures from our earlier days that he'll share with us each month. For these particular pictures, the editor has horizontally bisected two pictures and placed the left side of the picture above the picture's right side in order to have a larger image for viewing.

Thanks for your submission, Chief!



Jim titles these pictures:
"Remember When"
Recalling Popp's Field back in 2003. It's easy to take
for granted the improvements made over the years,
but these shots really communicate BAM's progress
over 17 years. Thanks to all whose hard work has
paid off so handsomely over 17 years!

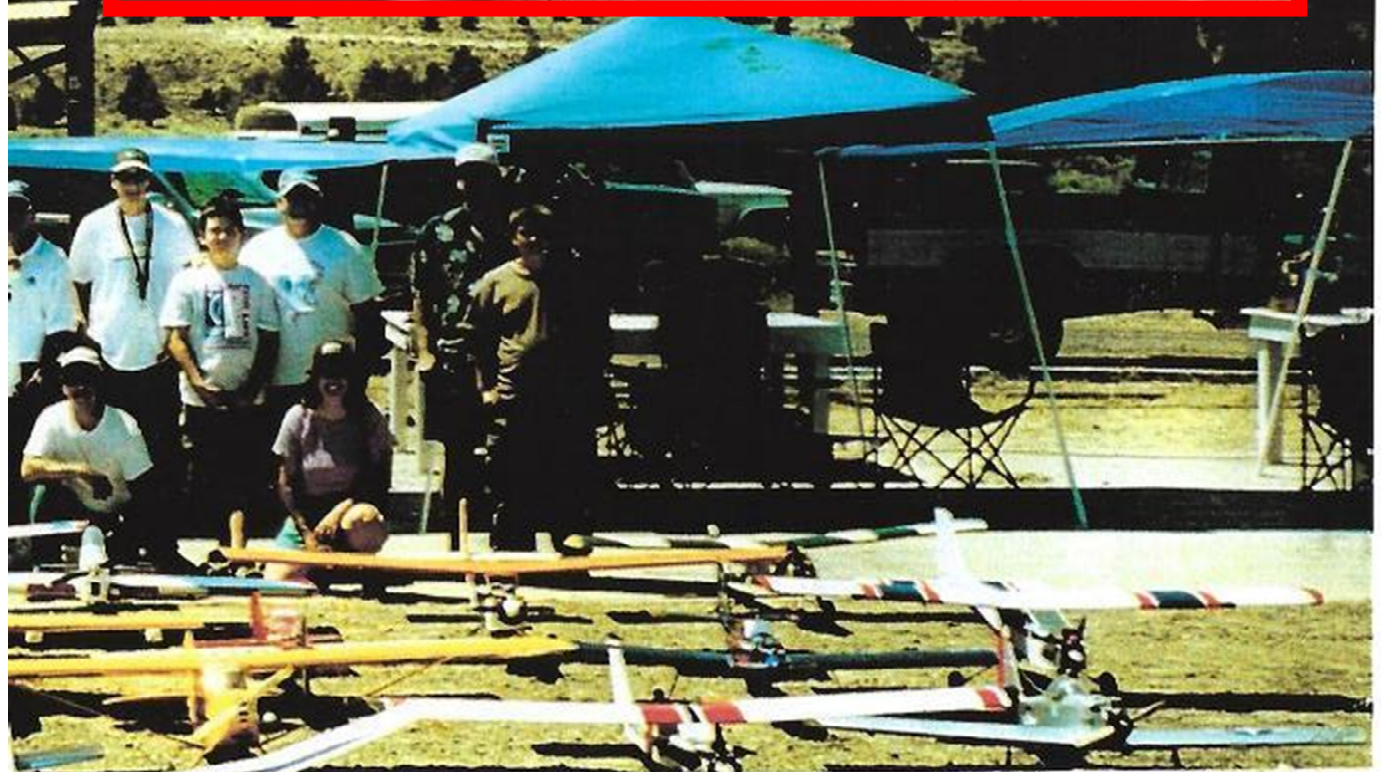




"YOU'VE COME A LONG WAY, BABY!"



Inset Photo Courtesy of Frank "Keep Up the Good Work" Wood



"What the?" from P. 3

Heat Transfer Reactor Experiment



The Heat Transfer Reactor Experiment demonstrated in 1955 that nuclear fission could power an airplane engine. But other obstacles to nuclear-powered aircraft led to cancellation of the program in 1961. In 1988, the two HTRE reactors were hauled to a visitor center at the site of EBR-I, where they remain today.

<https://balloonstodrones.com/tag/heat-transfer-reactor-experiment/>

These giant metal structures are test stands containing atomic jet engines. They are remnants of a joint U.S. Air Force and Atomic Energy Commission program to build a nuclear-powered airplane.

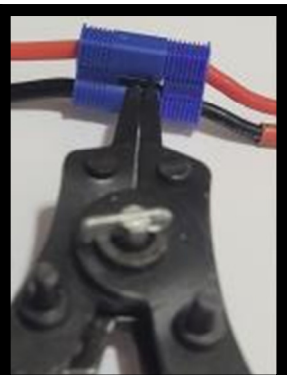
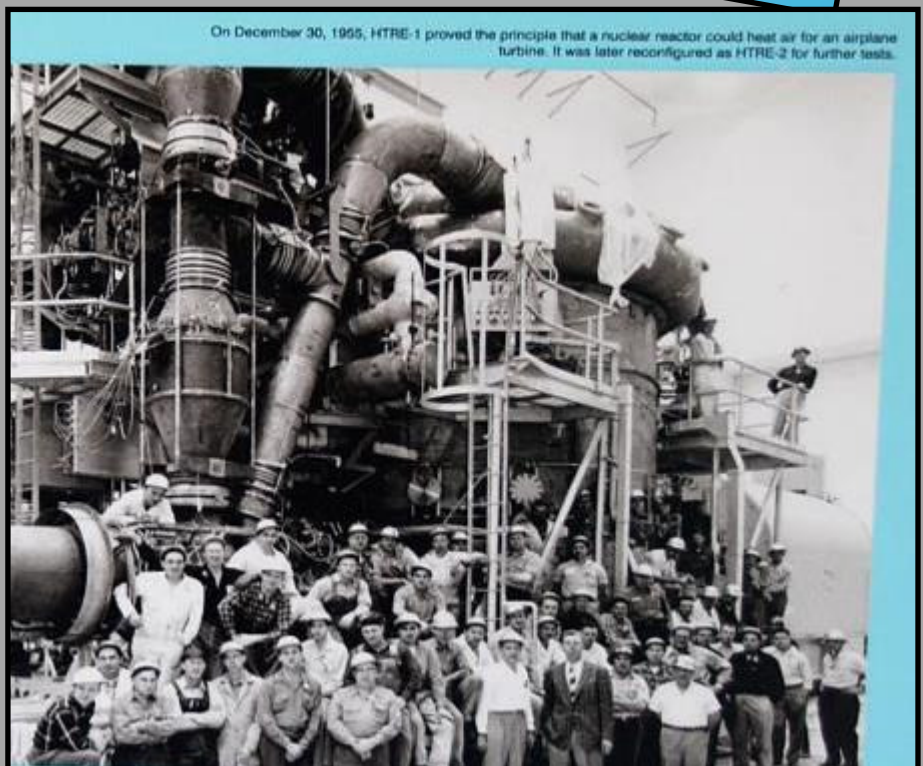
When the program began in the early 1950s, no one knew for sure whether a nuclear reactor could power an airplane engine. Engineers designed a series of three Heat Transfer Reactor Experiments (HTREs) to prove the principle.

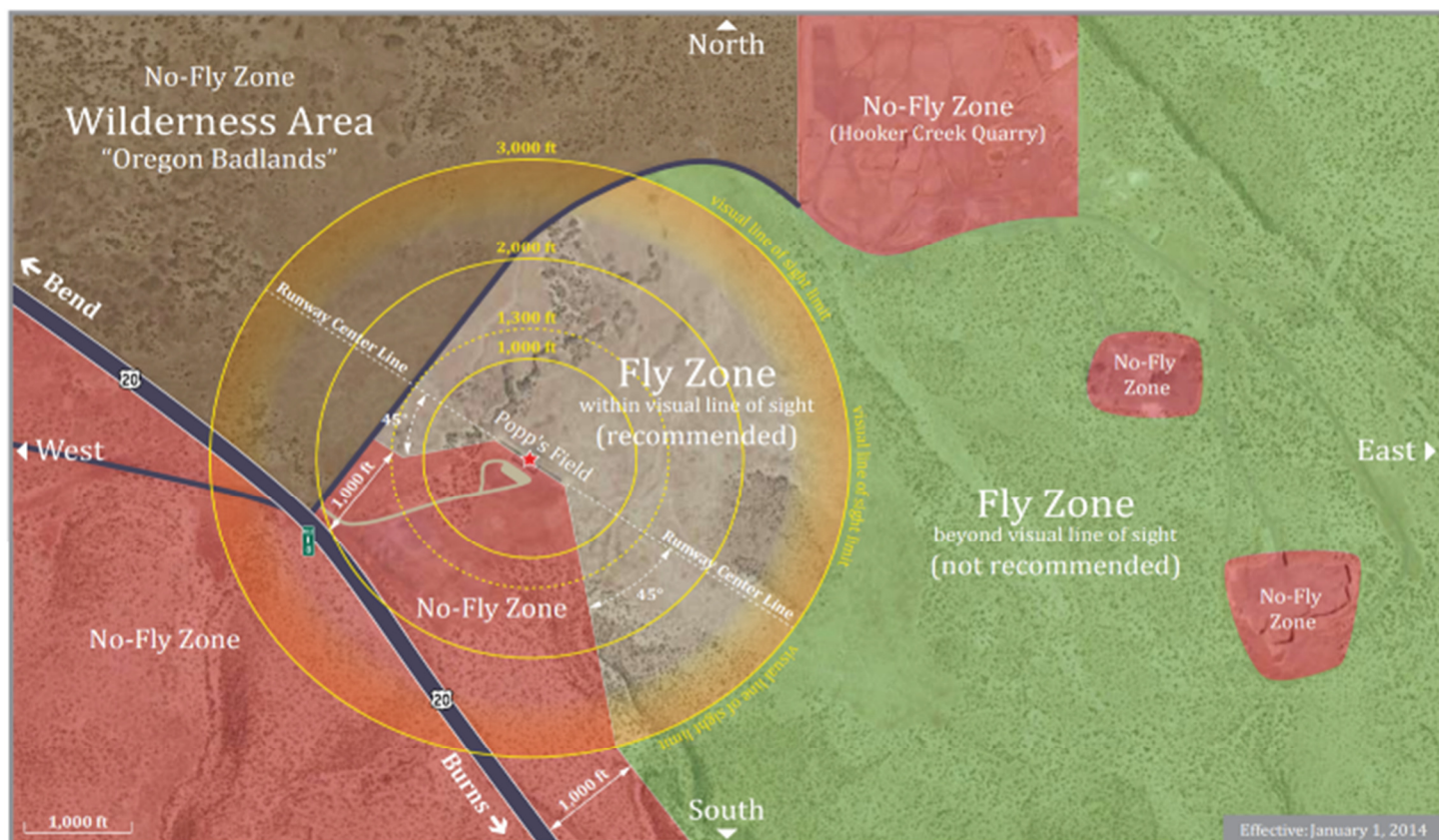
The experiments took place on these test stands. From the parking lot, HTRE-1 ("Heater One"), later converted to HTRE-2 ("Heater Two"), is on the left. The next step would have been tests using an actual aircraft. But many leading scientists and officials opposed the program, believing it unsafe and unnecessary. Nobel physicist Hans Bethe and Air Force General James Doolittle urged President Eisenhower to end the program. A billion dollars and nearly 10 years later, President John F. Kennedy finally canceled it.

Today, this is located in a remote desert area at the EBR-1 (Experimental Breeder Reactor #1) located off U.S. 20 twenty miles southeast of ARCO, ID.

Separating EC-3 Connectors

The editor got tired of trying to separate the small red Dean's connectors, so he went to the blue EC-3 connectors. They have a larger gripping area for separating, but can be pretty tight. To ease the situation, he picked up a pair or 3 of cheap Snap Ring Pliers (from guess who) and configured them as in the picture. Now it's just a matter of inserting and holding the tips in the slot in the center of the connector, squeezing and "blik" it's open. After a little re-soldering, the Dean's connectors are out of the editor's inventory. (Note: Upon further investigation, the editor is also a fan of the yellow XT-60s. Anyone out there have a Yea or Nay on your favorite or not-so-favorite connector?)





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.