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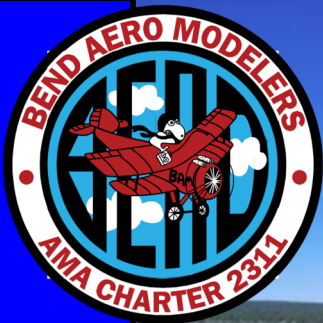
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Newsletter Editor

Dennis McMahon



BEND AERO MODELERS

February, 2021



President's Message

Members,

I hope you and your families are doing well this new year! I have seen a few of you out flying during some of the recent weather breaks given it has been a mild winter so far. Hope to see you out at the field sometime soon.

Given the recent upward trending of the COVID numbers in the Bend and surrounding areas and the limitations this places on meeting locations we are canceling the January meeting which was scheduled for January 27 at the Black Bear diner.

In speaking with fellow members of the Executive Committee of BAM, we plan on proceeding with the February meeting scheduled for Wednesday February 24 to begin at 6:30 PM. We will change the format from meeting in person at the Black Bear Diner to meeting via ZOOM. You probably have heard about or even participated in a ZOOM meeting which utilize video and audio hookups via a computer or smart phone. In the next few days, you will receive an email invitation to the ZOOM meeting for February which will have a contact link that you will click on just before the meeting time on February 24. If you don't have a computer or smart phone, you can still participate by simply dialing the phone number included in the invitation and participate in audio format only. We will spend a couple minutes at the beginning of the meeting explaining how to participate in the meeting and make it worthwhile and enjoyable for all.

We will spend a little time in the next meeting discussing the new rules for aircraft identification and how they might impact us as well as the usual updates from officers regarding membership, treasury, field condition, safety and training. I hope those of you with new planes or other gadgets or techniques share those with the group during the meeting. Looking forward to our February meeting!

Thanks!

Joe Newman, President, Bend Aero Modelers Club





Tom (Trouble)'s Latest Project: Proctor Enterprises ANTIC



The ANTIC is a 1/4 semi scale composite of the 1910 Nieuport and the 1913 Bleriot. The kit is produced by Proctor Enterprises of Sandy, OR. Originally designed and kitted in 1964 by Lou Proctor of San Diego and has been a mainstay in the Proctor line.

Kit quality is first class with machine cut parts and die cut ribs, however plans require studying before and during construction due to the many construction details.

Construction is hardwood, plywood, balsa, and some metal. Fuselage is open frame construction with cross bracing from wing back and plywood forward to firewall. Wing and tail feathers are balsa, hardwood and some plywood covered in Coverite fabric. Rudder and elevator controls are exposed wire pull-pull system. Power will be YS-63 four stroke and guidance by Futaba. Wingspan 81", length 60" and weight 6-7 lbs.

After less than two months, the fun parts are complete. Now, the boring stuff (sanding, painting, covering, and rigging) begins. Oh hummm!

Tom Schramm



Let's Not Take the Parking Lot For Granted!

Did you know our field parking lot didn't just happen to appear, all cleared off and leveled? Thanks to Jim Young for, among a group of pix he recently sent, a series on its 2006 creation. Jim noted that Kim Waterhouse is wrestling the boulder in the 6th picture. Please let me know if you can identify any of these gifted geologists. Here are some construction highlights:

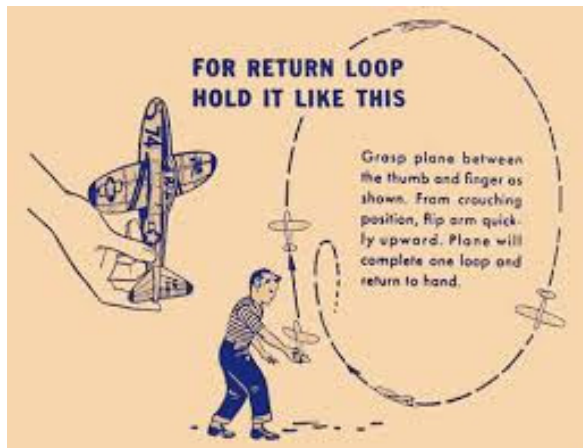


A Bit of Nostalgia from Your Newsletter Editor - Bend's Balsa Airplane Factory, Etc.

As a kid, one of the things I really enjoyed was flying good ol' balsa wood gliders. My Dad and I enjoyed doing this together. Maybe some of you were into them too. Anyway, since we're now

engaged in the good old Wintertime, what follows is some light reading for your Covidary relaxation. Perhaps some of you honed an interest in aviation and around these little balsa gems. Kingsley Field in Klamath Falls also

helped vector me toward the Air Force, though in the 6th grade I had to get glasses, shooting me down for a chance to be an AF pilot, but I knew I wanted to join the Air Force, regardless. Meanwhile, back to the balsa. I

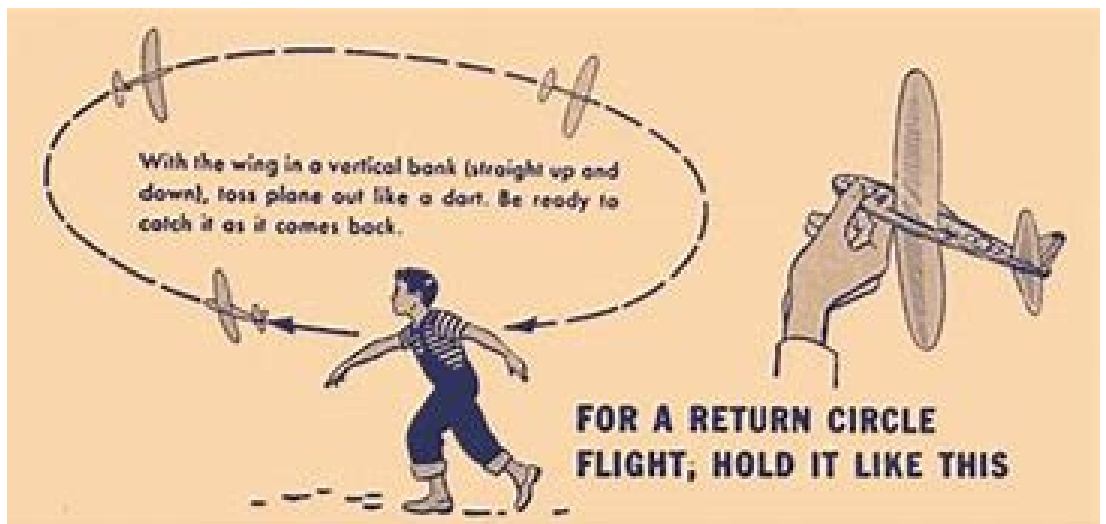


remember one of our favorites was the American Junior 74 Fighter. In fact, out over my garage workbench, I have one of them suspended from a set of 30" Mule Deer antlers. A trigger of fond memories. I remember once while flying one at my Dad's gas station, a dust devil swooped in and propelled it clear out of sight. Could it be floating around up



there somewhere even today? I also had quite a bit of fun flying the little Strato Streak.

But, the aspect that brings this subject into focus this month is a comment my wife Carolee made one day recently. She grew up on the west side of Bend in a house at the corner of NW Albany and 15th, and made mention of the balsa wood glider factory not far away. I never knew Bend had such a factory, so I did a little digging and discovered a website that described American Junior's founding in Portland by Jim Walker in the late 1920's and their development of complex production equipment for their outstanding product lineup. During



WWII, Walker produced catapult-launched gliders soldiers shot at to hone their gunnery skills. A bit of intrigue developed when brothers Charles and Wally Cleveland, Walker's employees, were making and selling their own brand of gliders, unbeknownst to Walker. At Walker's request, Wally had developed an extruded plastic wing clip to cut AJ's production costs. In 1954, the Clevelands moved to Bend and opened a new city-subsidized factory for their North Pacific brand of gliders, using wing clips and slicing machinery similar to Walker's. Naturally, legal battles ensued, until Walker's health deteriorated and he passed away in 1958. Pactra Chemical Company absorbed AJ in 1963, and basically lost interest in the product line. Now, to connect back to today, the punchline. For those of you who, like me, didn't know about it, the glider factory was located on the corner of Century Drive and Commerce Avenue. Various establishments have resided there over the years; seems like I remember a small wood molding factory there several years ago. Today there are some pubs and restaurants, etc.



Now that I've bored you through all this, I just have to say something about my very first U-Control plane, Jim Walker's Firebaby. Backing up a bit, what I really wanted was the Thimble Drome TD3. I used to drool over its beautiful red and white checkerboard trim behind that fantastic Baby Bee .049. glistening in the hobby shop window. Well, my Dad talked to the Hobby Shop owner, good ol' Howard, who convinced him that the Firebaby would be much better, and I have to thank him for

his insights. The Firebaby flew nicely and parts were cheap to replace. I remember making some thin metal braces and turning it into a biplane. We flew it in a cow pasture behind the house that is now the location of Mazama High in K Falls. It had a weird little bladder thing for a fuel tank, but it worked pretty slick. This B/W ad also features the holy grail of U-Control, which guys like me who didn't live up on the hill in Klamath Falls could never afford —The venerable U-Reely! Enough of that, I know I've lost many of you with these antiquities, but these days it's kinda fun to hearken back to some less complicated, less stressful times!



One of these babies is listed on Ebay for \$500!



The Safety Corner

Jim Stuart

BAM Safety Officer

FAIL SAFE,
(JUST NOT THIS KIND)

arrived in
we never

home in the same condition that it
at the field. Things can happen and
want to have to shout those words

"I've lost it" when the airplane receiver has
that now it is off on a new adventure and

lost its link to the transmitter so
will hopefully land somewhere

where we can find it and still be in good condition. Assuming that we
check on a new plane, and its radio setup, and even a once in awhile
sometimes a loss of radio link can happen. This is the time that the failsafe
play. Instead of just flying off into a random direction with the motor run-
out or the airplane impacts mother earth wouldn't it be better if when that
knew exactly what to do to perhaps save the plane or least make it a bit easier

have done a low power range
check that can be a good idea,
of the receiver comes into
ning until the battery gives
link was lost the receiver
to find? When you put

that new receiver into your airplane You always think about what you
want the airplane to do when it has lost its link. A good place to start is
to make a setting of something like a low or idle power setting and a
small amount of aileron and/or rudder for a gentle turn. For the eleva-
tor a neutral or slight up setting should work.

Take a look at your manual and see what it says about setting failsafe. I
use Spektrum as my primary radio now. With the Spektrum, when it
loses the signal it will revert back to the last control setting in use and
cuts off the throttle. This may not always be what you would want. You
may be in the middle of a loop. A better alternative is to use a preset
failsafe setting. It's easy to set up. I just involves using a bind plug
when powering up the receiver, wait for the flashing light, remove the
plug (light continues flashing), set your control sticks in the desired
positions then turn on the transmitter. The setting is complete when
the lights turn steady.

Now you are ready to fly. You will have given the airplane a chance to
save itself and added some safety margin to the fight, in that maybe it
won't come back to you and possibly cause damage to others or nearby property.



Have a good flight!

Jim, The Safety Officer

P.S. How about flying in, or just maybe watching, a flying event that will be at one of the best flying sites that you will ever see? It's the AMA NW Jamboree at the Red Apple RC Club in Wenatchee, WA June 11 to 13. There is a huge area for RV or tent camping and even some with hookups right at the field and a clubhouse that even has showers. There are also hotels offering special event pricing. I have already pre-registered. You can check it out at <http://www.amanwjamboree.com/event-info.html>

A Shout Out to Andy's Return to BAM . . .

We're glad to see Andy Niedzwiecke back on our roster. (We never could pronounce the darn guy's name, but "Nedzwick" seems to fill the bill. Like your editor, he's a Super Senior, so although his dues are cheap, treat him kindly!) Anyway, Andy was very active for many years in BAM and contributed greatly, running club events like the Fun Fly, kicking in the materials for the shell of the clubhouse and helping build it, not to mention the great sign his son made for the back of it, always active and helpful in club meetings, serving as our Newsletter Editor and Safety Officer, being an excellent pilot, and I don't know what all else. He had to take a sabbatical the last few years to build a new home in Prineville, complete with a huge shop with all the amenities. At that time he sold or disposed of all of his RC planes and all the accessories. He's coming back now having bought some nice foamies like the new Valiant, easing back into the air with SAFE equipped planes. However, it must also be known that in addition to giving a nod to the flying side of RC, it is absolutely essential to disclose that he has also ventured into the



DARK SIDE!



Yes, the inconvenient truth is that he has become entangled in RC Drag Racers like his beautiful green Chevy no-prep drag racer. *(Ed. Note: No Prep means they only sweep the racing surface, no traction additive is applied to the surface, which makes power management and driving the keys to fast consistent runs. Drivers can sauce tires and do burn outs to get the rubber hot and sticky.)* The actual distance for the real no prep and street racers is 660'. The cars are so fast that



a full quarter mile would be too dangerous. Any car that goes over 135 MPH is required to have a parachute. Andy says their RC cars are assumed to be 1/10 scale. Andy expects to see somewhere around 45-55 MPH from it. Trouble is there is no organized drag racing around here so he may have to do some traveling.

WELCOME HOME, ANDY!

As your editor has mentioned now and then, he enjoys making planes out of Dollar Store foamboard and the ones put out in kit form by Flite Test. He gets a kick out of some of their crazy antics, and here's an especially wacko one that features a flying mailbox, built as an insane caricature of an A-10. To witness the madness, check it out at:

<https://www.youtube.com/watch?=eVmsnOiB034>



BUT WAIT: CALL NOW AND WE'LL DOUBLE YOUR ORDER! Well, not really. But, if you'd like to sink a little deeper into this idiocy, check out this next link to see how to build a flying wing out of a pizza box.

<https://www.youtube.com/watch?v=XTzgvpxa0Y4>

Editor's Question: Are Things Getting a Little Carried Away?

Dynam Models: Detrum "SRTF" or "Smart Ready-to-Fly"

Many of us are familiar with Spektrum's SAFE Mode and their new thrust toward telemetry. Not long ago, I bought some little warbirds through Banggood for about \$85 each including shipping. They fly great, with a built-in gyro that operates like AS3X and SAFE. To throw in a quick roll or a loop, simply push a transmitter button, hold full aileron or full elevator and Bingo, they snap right into the maneuver. Let go and they return to normal. Lately I've been seeing dozens of planes, Dynam being one of the major protagonists, that offer gyro capability plus telemetry. Gyros are being marketed in more and more planes built in China.

What are your thoughts about telemetry? The new Spektrums with their smart batteries, etc., let you know your battery capacity, etc. Nice to know stuff, but I'm better off watching my plane than peering into my transmitter screen. Of course, you can program in all kinds of audible reports, etc., but I think I'm better off with a more conventional flying environment.



Many of you have flown Dynam planes; I've heard pros and cons and now have a couple myself plus a PT-17 and a Cessna 188 Cropduster to assemble over the winter. Dynam is going full tilt into the gyro/telemetry realm with their SRTF. It's to integrate the motor, ESC, Gyro, GPS, receiver, stabilizer, servos, sensing system and transmitter. The intended design is: onboard GPS sends its location to your transmitter on a real-time basis and your transmitter verbally announces the information, so you are fully aware of your aircraft flight status. If the algorithm senses that the aircraft is about to go out of range, it will prompt you to actuate the "one-click" function on your transmitter so the aircraft can be brought home automatically! I'm one of those who could have used this at least once in the past; thankfully Fried found my wayward Apprentice a couple weeks later while flying along in his Carbon Cub, but I think we should devote our efforts toward using our eyes to create a mental picture of where the heck our plane is rather than relying on electronics. I suppose that the pseudo-logical extension of this could be: Drive out to Popp's, unload your plane, turn on your transmitter, insert the battery, do a preflight check, jam the throttle forward and go back and sit in your car and play Angry Birds; maybe watch the plane fly a little now and then, and collect your plane when it taxis back to the safety line and shuts down, waking you up with an alarm clock signal it sends to your transmitter, while simultaneously, of course, sending a complete report of its flight to the FAA.