

President

Joe Newman

Joeneuman7125

@gmail.com

205-746-3121

Vice President

Jack Newman

Hdshanty22@gmail.com

541-548-3197

Secretary

Tom Rose

tomrose2u@yahoo.com

541-815-4032

Treasurer

Dennis McMahon

dennismc@bendbroadband.com

541-390-5080

Field Marshall

Dave Reiss

davereiss563@gmail.com

541-420-6693

Safety Officer

Jim Stuart

parkcityskier@hotmail.com

435-659-4351

Instructors

James Fredericks

jamesrules@yahoo.com

541-350-5564

Tom Rainwater

trainwater157@gmail.com

858-527-8627

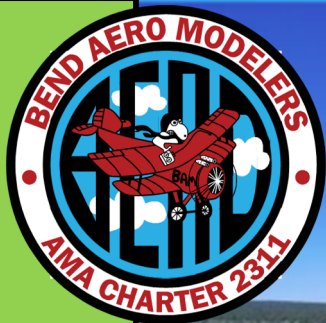
Waldemar Frank

rcbonanza@gmail.com

541-306-1058

Newsletter Editor

Dennis McMahon



BEND AERO MODELERS

April, 2021

FLIGHT REPORT

President's Message

BAM Members, Check Your Blood Pressure!

February and March historically have been filled with days of skiing, snow-shoeing and building or fixing RC planes for me. Occasionally, I have been able to fly at Popp's field and this year is no exception in that regard. According to the weather experts, February was a normal weather month for central Oregon with a mix of cold nights, some snow and several clear days. Importantly for flying RC at Popp's field, we also had some very windy and some downright calm days sprinkled throughout the entire month. If you didn't make it out to fly on the last day of the month of February, you missed an epic display of edge of the seat flying by several long standing and new club members!

Sunday, February 28 was forecasted to be clear with very little wind and pleasant temperatures in the mid-fifties. After having several days of highs just above freezing this sounded pretty good to me so Saturday activities in my household included charging some batteries for Sunday flying. I noticed some of the usual suspects began sending out emails of plans to fly Sunday and when I arrived at 11 that morning the turnout did not disappoint! In fact, this is the largest group of flyers I have seen at Popp's since last summer with an estimated sixteen club members and their families coming and going over the five hours I stayed to fly.

Some of the highlights included James Fredricks flying his fiberglass flying wing at high speed while mixing in some acrobatic maneuvers that defied belief. Frank Wood also flew a couple of 3D planes to the delight of members and family that hadn't seen slow speed acrobatic techniques at times just inches off the ground. I heard some suggestions that he had enough control that he could have trimmed the sage brush lining the north side of the runway with his propeller! Chuck Tomkins made a strong impression with his Conscendo glider finding some nice thermals over rock outcroppings northwest of the landing strip and extending his flight times

(Continued on p. 2)



needing very little help from his motor to stay aloft. Darrel (returning club member) flew his giant scale 75cc Extra for multiple flights. If you haven't had the opportunity to watch him fly this beast you are missing out. Given its size and the sound of the 75cc motor cranking up everyone stops what they are doing to watch his knife edges and spins as he puts the plane through its paces; no flying rust on that pilot from the long winter months. Steve Younger, who a number of us appreciate the huge variety of planes he brings to the field, completely impressed us with his bi-plane Staggerwing. He expertly took off with the bright red plane and began performing a number of rolls and loops impressing all until one of us noticed the landing gear were missing! We theorized the gear may have fallen off during some of his radical airborne twists and turns and pointed out the potential issue to Steve (in case he ever wanted to land the plane!) and BAM, out popped his landing gear from the bottom wing. Who knew he had retracts on his bi-plane? Very cool! Several other members flew their planes and I apologize for not including write-ups for them but it's hard to keep up with that many fliers and fly a little yourself!

One of our newest members, Mike Chappell and spouse Phyllis brought out a classic foamy 1.1 meter T-28 that several of us learned to fly RC and proceeded to practice some nice take offs and landings. A few of us commented that we hoped the massive horse trailer he towed that morning wasn't needed to carry that plane. He mentioned that this was his 'warm-up plane' and a few minutes later we understood the reason for the warm up and the large trailer as he brought out the much larger brother of the plane he just flew; the E-Flight 2.0 meter (78 inch) T-28 for its maiden flight. The plane is decked out in the Navy version with white surfaces highlighted by black and red stripes and cowl. Thanks to Tom Schramm, Bill Brolich and Tom Rose we were able to help Chuck set up the control surfaces and bind the Spektrum DX-8e to the massive plane for its maiden flight. I don't know about you but I hold a love hate relationship with maiden flights. I love to see a pilot successfully manage a maiden flight of a new plane, especially a giant scale such as this one. I hate to see a crash of a new plane on its maiden flight. It's hard to watch a lot of work and money invested in something so impressive get damaged and need to return to the hangar for repairs and tweaks. Mike performed a range check and some minor adjustments to the nose wheel so the big bird could track straight down the runway. I am pretty certain I wasn't the only person in the pits with a racing heart rate as Mike lined up the giant scale and performed a perfect takeoff heading east. After attaining a little altitude the massive gear retracted and flaps trimmed he made a few minor adjustments to the control surfaces and the plane flew like it was on rails impressing the onlookers with its smooth flight as well as the sound from the whoosh of the enormous propeller cutting through the air. All too quickly for the crowd, it was time to land the beast which Mike did in anticlimactic fashion with a near perfect 3 point landing midway down the runway. Whew, what a relief! We may need to invest in a blood pressure monitor for members to use during maiden flights in the future!

I looked at my watch and realized it was 4 PM and time for me to head home as I was originally only planning on flying till 1 or 2 PM. Another great day at Popp's field thanks to several dedicated and talented long time and new members of our club! I hope you also get a chance to come out and fly or even just watch as the weather is sure to continue to improve during the spring and enjoy an outdoor safe activity. Hope to see you soon!

Joe Newman

President, Bend Aero Modelers



2-4-6-8, Everybody Simulate!

For those of you who have Real Flight 9.5 RC Simulator, you've seen how many planes it has. Your editor has compiled a 2-page list of the aircraft and 2 pages of pictures of the aircraft. It addresses only fixed wing aircraft. Thumbnails of the Lists and Pix are on the next page. You'll want to copy them to your computer, so the 4 files that encompass the listing and the pictures are attached to the email transmitting this Flight Report Newsletter.

- | | | |
|---|--------------------------------------|--------------------------------------|
| Pipe Cut-Rat Plane | Footlight Legacy Avion | HQ Quadcopter S30 |
| Pins 5-8 | Arc4 Aquatic | HelixMini |
| QuadcopterX | Alt Stack D7 inch | HelixMini 430 SD EP RFF |
| QuadcopterX(Camc) | Align T-Flex 500 | HelixMini Jet |
| Rf B7 Sabline | Alt 6 Tracer | HelixMini EZ |
| Rf B7 Sabline(Advanced) | Bet Of Time | HelixMini F09A500 |
| Riky ModelR | BLT Park Flyer | HelixMini Voltage 500 SD |
| Russian Thunder | Cap 232 | Musken-X4 Pro |
| Schneider Cap Race | Cap 232-Electric XE | Musken-X4 Pro (Pro Guards) |
| Schwesee | Cosmos H02 | Zefrange |
| Schwesee Post Mail | Coronation X0 | Zefrange Scale Head |
| Scoopay Sky Stride 200 (10 Degree An Angle) | Coronation X0 SE | Nile FC |
| Scoopay Sky Stride 200 (5 Degree An Angle) | Coronation X0 SE FL | Multiple Configs |
| Seawind | Coronation X0 | Multiple Payloads: 3D |
| Shukun Super | Coronation 400 X0 | Multiple Payloads: 3D (Intell Link) |
| Shukun Super - Heavy Subst | Cozumel | Multiple Payloads: 3D (Sticker Win) |
| Sig Senzale | Cozumel - Scale Head | Multiple Payloads: 3D (Rockwell Cam) |
| Skanky Systeme | Decalby Gnu S122 Tube | NeoStar |
| Skanky Systeme (Shopping Head) | Decalby Edge 540 EP | NeoStar EP |
| Single Flyer | Decalby Edge 541F | NeoStar EP With A/S |
| SkyShip | Decalby Pike | NeoStar Vols APFS |
| Sophy Pig | ElectroStar | P-42 Hawk |
| Sophy Pig (Combo) | ElectricBreak | PT-40 |
| Sophy Pig (Photo-Air) | Epsilon 300 | Quadcopter |
| Synapse 100 (Swarm Gun) | Extra Special | Quadcopter (Camc) |
| Synapse 160 | Fing In Hand Launch | Raw 3D DM Electric |
| Synapse E1 | Flyzone AirCue M0 103 | Raw 3D DM Electric PBL |
| Synapse E7 | Flyzone AirCue F51 Mustang | Raw 3D DM File |
| Synapse Mini PBL | Flyzone AirCue Principle | Raw 3D DM Nite Fly |
| Temptor 20 | FlyZone Carbocation Staggering | Rawstar V021 4 Phase & H&Z |
| Temptor 250 (Angled Camera) | Flyzone Catalyst | Raw RS255 |
| Temptor 260 | FlyZone Cosmos H02 | Ryan S3A |
| Thunderbolt Switch Z01 | Flyzone CHG-Z Drone | Singer |
| Thunderbolt Switch Z01 (winged Swirl) | Flyzone CHG-Z Drone Flat Plane | Spacewalk |
| Trep Tamer150 | FlyZone Cubic Control Fly Sport | Spacewalk (Electric) |
| Top File F-4 Full Corsair | FlyZone Cubic Control Fly Trainer | Spot 100 Side |
| Top File F-4 Full V150 | Flyzone Master | Super Sparrows |
| Top File Zero | FlyZone Midshipman Master | Super Sparrows Real Plane |
| Tropicool 300 | Flyzone Mini Switch Sport | Thunder Tiger E700 |
| Tropicool 360 | Flyzone Mini Switch Trainer | Thunder Tiger E700 (Intel) |
| Tropicool 360 (Manual Mode) | Flyzone Tempest | Thunder Tiger Intensity EP |
| Ultimate Eclipse | FlyZone StarFly 2 | Thunder Tiger Rapier 50-54 FL |
| V-22 Osprey | FlyZone StarFly 2 | Thunder Tiger Rapier E720 FL |
| Westland Lynx | FlyZone Switch Sport | Towall Jr Hobby Ship |
| XO Quadcopter 1300 | FlyZone Switch Trainer | Twin 600 Triane |
| Yak-54 | Findingo | Twinjet |
| Yak-54 (SD) | Fusion 400 | Ultra Sport |
| Yak-54 (with GPS) | Gau 330V-S QuadFlyer | VolBRC MiniPO |
| Yak-54 with Streamer | Great Planes Fama 30cc | X-Guard PlusOne |
| | Great Planes Factor 30cc IntelLink 0 | Xoc/glider |
| | Great Planes Wren F-46 Scale EDF | Xoc/glider |
| | Great Planes Procl End | Xoc/glider G |
| | Great Planes Replicator | |
| | Grand Plane 2016 Form | |





The Safety Corner

Jim Stuart

BAM Safety Officer

The insurance benefits provided in the AMA Club Charter document do not fully describe the coverage. I often fly from off site areas such as lakes since I usually try to be near a lake when I am camping. I think that we all know that the coverage includes flying away from club sites or sanctioned events

but I like to have a printed copy of the insurance coverage with me just in case the question ever comes up. The PDF file attached to the email sending this issue of the Flight Report more fully describes the AMA coverage.

Jim

Academy of Model Aeronautics

5161 East Memorial Drive
Muncie, Indiana 47302
(765) 287-1256 – Business
(765) 289-4248 – Fax
(800) 435-9262 – Membership Services
<http://www.modelaircraft.org>



2020 INSURANCE SUMMARY – THE FACTS ABOUT AMA'S INSURANCE BENEFITS For Individual Members

Please report all incidents to AMA as soon as possible!

General Liability Coverage (Effective March 31)

- AMA's Liability coverage is not limited to flying at chartered club sites or sanctioned events. The coverage also applies to model operation on private or public property.
- AMA Liability Protection applies to bodily injury or property damage caused by an AMA member. Any AMA member who causes an accident resulting in an injury must report that accident immediately to AMA HQ.
- Applies to accidents arising from the modeling activities of **model aircraft, rockets, cars and boats**, in accordance with the AMA NATIONAL Safety Code(s).
- The 'per occurrence' limit of coverage available by this policy is \$2,500,000 involving bodily injury and/or property damage. These limits are for claims occurring during the policy period. Coverage is provided only for accidents arising from the model activities.
- A separate policy covers participation in FAI events outside of the United States and Canada. This policy has a \$2,000,000 limit.
- There is no coverage for injury to a member to his own family (Household and Relative(s) living in the member's household) for claims or suits.
- The policy does NOT cover business pursuits; that is any activity that generates income for a member beyond reimbursement of expenses, except this business pursuit exclusion does not apply to individual members providing modeling instructions for pay to AMA members.
- AMA insurance is "excess" to any other applicable coverage, such as homeowner's.
- Has a \$250.00 deductible (property damage only), which is the responsibility of the AMA member causing the accident.

Accident/Medical Coverage (Effective January 1)

The Accident/Medical coverage applies to injuries while engaged in model activity regardless of who causes the accident. It reimburses an AMA member in accordance with policy terms and conditions for only medical expenses (also the beneficiary for loss of life) incurred within 52 weeks of the accident. The Accident/Medical coverage works as follows:

- Provides up to \$25,000 for medical expenses and \$10,000 for dismemberment or death.
- Insures AMA member directly – does not require claim action by another person.
- Pays for eligible expenses upon submission of bills or other documents certifying cost of treatment and that injury was caused by model activity.
- Reimburses medical expenses only after submission to any other health plan, including Medicare.
- Has a \$750.00 deductible.

Fire, Vandalism, and Theft Coverage (Effective March 31)

- Provides up to \$1,000 for loss of aircraft models and accessories, including RC equipment. All theft loss claims must be accompanied by a police report. NOTE: Theft has to occur from a locked vehicle or residential dwelling. There must be physical evidence of violent forcible entry.
- Has a \$100.00 deductible.
- Is "excess" to any other applicable coverage, such as homeowner's.

To report an incident, request claim forms, or inquiry about filing procedures please call (765) 287-1256 or e-mail claims@modelaircraft.org. Regular business hours are Monday—Friday, 8 am—5 pm EST.

To report an incident that involved serious injuries to individuals outside our regular business hours, please call (765) 749-9210.

This information is merely a brief summary. Complete details of coverage, reporting periods, and exceptions are contained in master policies available at www.modelaircraft.org/documents. Safety & Member Benefits tab, documents #500-L, 500-LA, 500-M and 500-N.

Q:\Special Services\Documents\REPORTS\Annual Insurance Summary\2020 Insurance Summary combined.doc

04/2014

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2020 Park Pilot Membership Insurance Summary Benefits The Facts About AMA's Park Pilot Insurance For Individual Members

General Liability Coverage (Effective March 31)

The AMA Park Pilot Liability Protection applies to bodily injury or property damage caused by an AMA Park Pilot member. It is not limited flying at a chartered club site, but also applies to model operation on private or public property. It responds to accidents arising from the operation of model aircraft (as defined for the Park Pilot Program), in accordance with the *AMA Park Flyer Safe Operating Recommendations*.

- The "per occurrence" limit of coverage available by this policy is \$500,000 for claims involving bodily injury and/or property damage. These limits are for claims occurring during the policy period. Coverage is provided only for accidents arising from the model activities.
- There is no coverage for injury to a member to his own family (Household and Relative(s) living in the member's household) for claims or suits.
- The policy does NOT cover business pursuits; that is any activity that generates income for a member beyond reimbursement of expenses, except this business pursuit exclusion does not apply to individual members providing modeling instructions for pay to AMA members.
- AMA insurance is "excess" to any other applicable coverage, such as homeowner's.
- Has a \$250.00 deductible (property damage only), which is the responsibility of the AMA member causing the accident.
- Is "excess" to any other applicable coverage such as homeowner's.

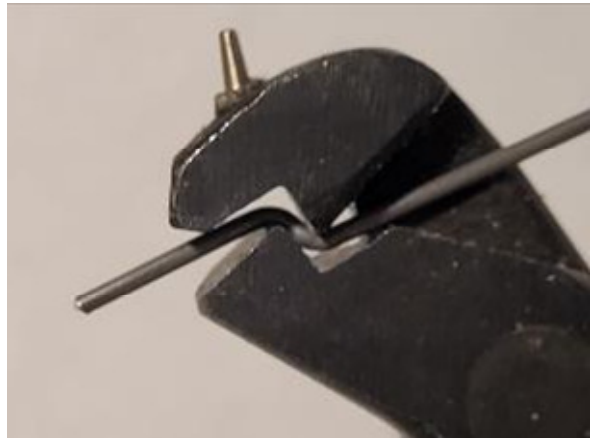
To report an incident, request claim forms, or inquiry about filing procedures please call (765) 287-1256 or e-mail claims@modelaircraft.org. Regular business hours are Monday—Friday, 8 am—5 pm EST.

To report an incident that involved serious injuries to individuals outside our regular business hours, please call (765) 749-9210.

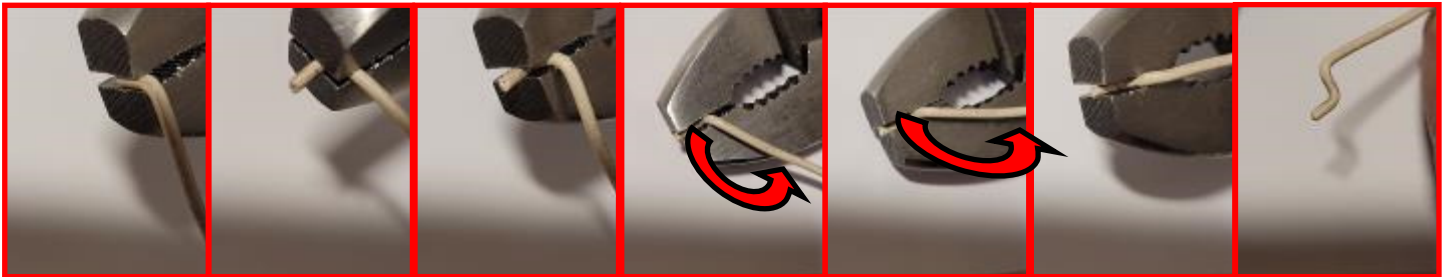
This information is merely a brief summary. Complete details of coverage and exceptions are contained in the master policy available at www.modelaircraft.org/documents, Safety & Member Benefits tab, document #500-L.

Some hopefully helpful techniques from the Editor:

I bought Great Planes Z-Bend Pliers that work pretty well, but I like a technique the Flite Test gang uses.



I used to try to use needle nose pliers to do them, but FT has a simpler way.



Make a 90°
Bend

Grab the 90°
Bend in the
Corner

Bend the Wire
Down 90°

Begin rotating
the wire

Continue
rotation
backwards

Stop Bending

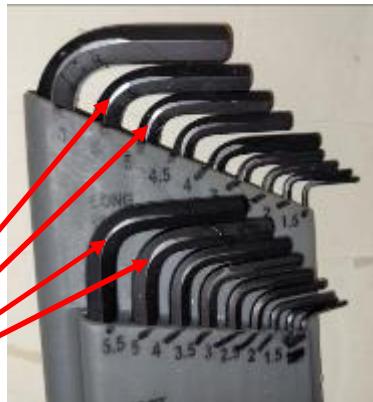
Completed
Bend

Who is Mr. Allen Wrench?

Ever get up to your elbows in a project, grabbing a slug of Allen Wrenches, some SAE, some Metric to figure out which will work?

Then it's a session with your micrometer to identify and properly size them again.

Try grinding or filing off a little of the corner of the Metrics.



Grip the Zip !

In this hobby, we encounter lots of Zip Lock-style bags; many of which defy separation of the outer surfaces to get at the goodies inside. So, once you finally get that baby open, stretch one side of the pair of edges and it will remain apart from the other side. Now people with adult-sized fingers can more easily separate the two surfaces and get on with getting their stuff out and into the air.



We are not alone . . .

From regular contributor "Trouble" are some pix that show we in the model aircraft world are not alone in the area of destruction, but our carnage usually doesn't include impinging on flesh and blood . . .

(Captions dreamed up by your editor. Please send in your creative retorts.)



"That's impressive, but I'm sorry, we'll have to disqualify you."



"Take this job and shove it!"



"And the final score: Giant Salad Shooter 1,
Piper Seminole 0"



"Good thing this baby has 2 wings!"



"I think he wants our parking place!"



“The Continuing Saga of Chuck’s Cub”

On Feb 5, your editor received the following email from Chuck Tompkins:

“Mishap yesterday involving a fence and an insufficient climb out on takeoff. Can you think of a couple club members I might connect with to discuss the steps needed for repair. I don’t have much bench space at my place nor much rebuilding expertise so any suggestions from an experienced vet would be welcome.”

Of course, the pictures he sent were heart-wrenching:



Ouch!



Mega-Ouch!

So, next, to find an unsuspecting victim. Several BAM craftsmen came to mind, and the one who didn’t fade from my mind fast enough was none other than “Trouble.” Generous guy, tons of expertise, nice shop, lovely wife, a git-er-done kinda guy. I can pick on him since in his 1960s Air Force days, he was a member of the good old 394th at Vandenberg, over which I was the commander over 20 years later. We were the ones who did test launches of America’s ICBM fleet; an important function, but especially so back in the Cold War.

3 CHEERS FOR TROUBLE for the exhaustive repair he did! He described it in an email to Tom Rainwater, which he Cc’ed me on, which I’ve edited a little for flow:

“ . . . Cub is an ARF, balsa with film covering, of unknown make. I fabricated and spliced in new fuselage sides and bottom and covered them. Replaced the plastic tubing and brass fittings with music wire for the tail feather braces. Secured the elev/rudder servo platform that had broken loose and straightened the pushrods. Added a tail wheel. Removed grit from motor and reset thrust alignment. Straightened the much bent landing gear. Replaced the tweaked aluminum wing tube with a carbon fiber tube only to discover the wing has slight negative dihedral due to the laser cut rib holes being off a bit. Straightened the alum wing tube (a bit) and added positive dihedral . . . The wing struts could be a bit longer . . . Reset the ailerons to neutral and added differential. Finally I connected a Lipo and nothing worked. Used a nicad flight battery connected to receiver and controls worked, ah ha, bad ESC. Turned out the male Deans connector was not making contact and was replaced. Checked balance and it needed over 4 oz. in the cowl to balance at 25% wing cord . . . The cowl already had a 'ton' of weight that did not correct tail heavy. Plane without 4 oz additional weight balances at 38% cord, but owner says it flies great. “

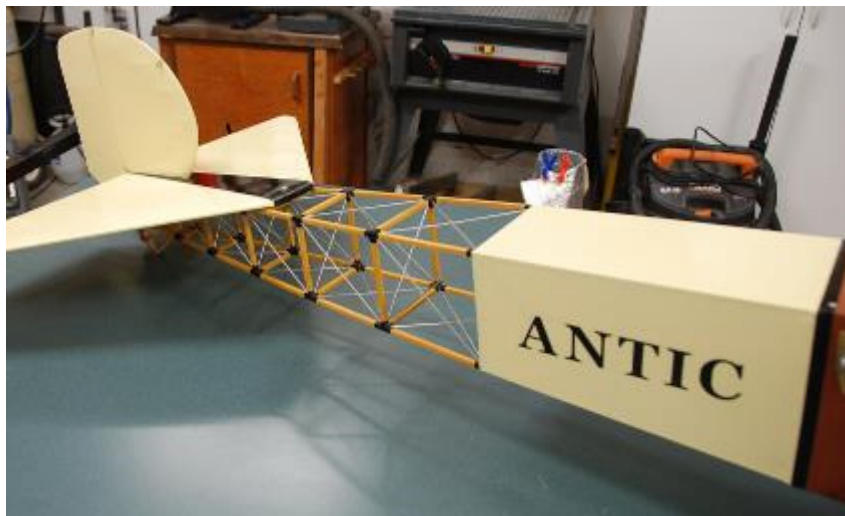
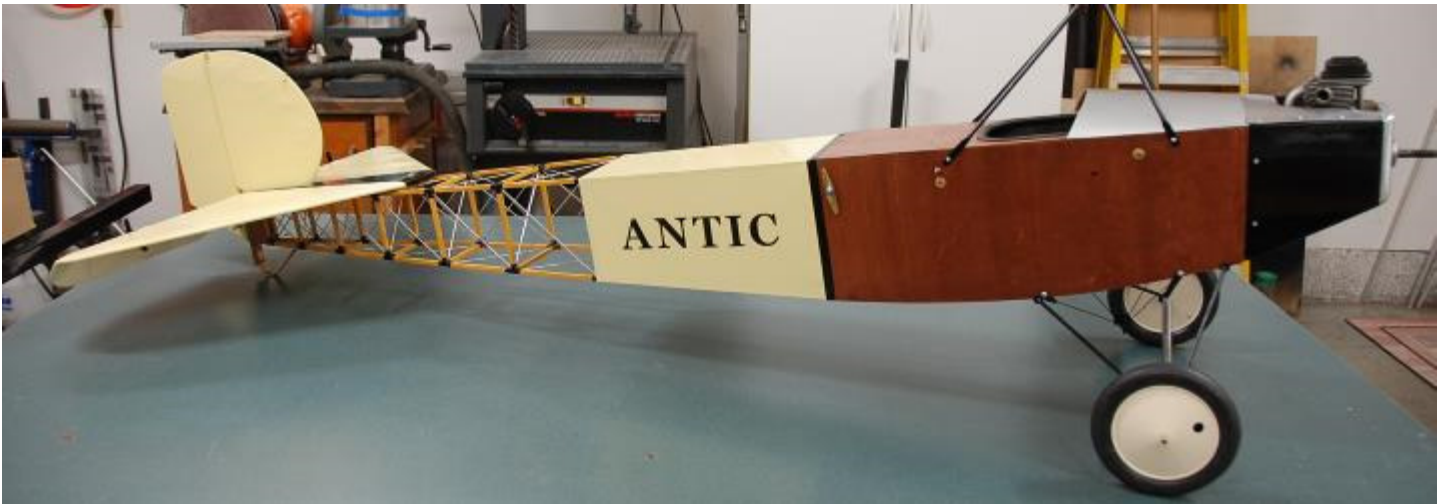
BRAVO! TOM!

BUILDERDASH !

Balderdash [bawl-der-dash] senseless, stupid, or exaggerated talk or writing; nonsense.

Builderdash [bill-der-dash] senseless, stupid, or exaggerated assembling of model aircraft; nonsense.

This month, Tom (Trouble) Schramm shares some pix of the progress of his Proctor ANTIC. The fuselage is complete except for radio install and tank. The wings are covered and ready for install and rigging. Rudder and elevator pull-pull control cables also need installation. He is also waiting for the 3D printed pilot to arrive from Proctor. One beautiful aeroplane, Tom!



Here's another
modeler's rendition

