

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

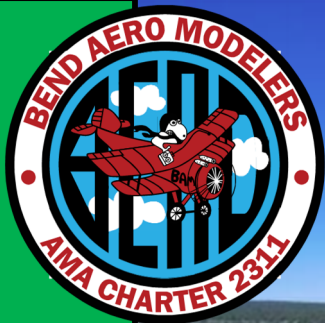
Waldemar Frank

rcbonanza@gmail.com

541-306-1058

Newsletter Editor

Dennis McMahon



BEND AERO MODELERS

MAY 2021

FLIGHT REPORT

President's Message

Dear Members:

I hope you are enjoying the spring so far in Central Oregon. For me, it's a combination of more outside activities such as hiking and flying which can both be fun but also spring cleanup around the house which falls into another category that I won't name here!

I recently spent a number of hours closely examining each of my planes since it had been months since they were last flown in some cases. This turned out to be an excellent and necessary activity. More than half of the planes that I 'thought' would be ready to fly with a freshly charged battery or new tank of gas were needing adjustment or repair or both. In most cases, I think (hope) I would have noticed the problem during the pre-flight for each plane. Even if I would have detected the issue out at the field, I probably would not have been able to make the required adjustment at the field without carrying a lot more tools and materials so I would have been bringing the plane back home without flying it. This happens frequently enough in my opinion anyway and is part of the hobby but it's nice to minimize the occurrence by some quick pre-flight work at home.

Joe with his giant scale Carbon Cub



—See Page 2 for another Carbon Cub

Continued on p. 2

President's Message, continued.

I think everyone probably has a pre-flight process they go through so stick to what works for you. For me, I look over the plane carefully making sure the control surfaces, electronics, connectors are all in working order before I even turn on the electronics. I look at the alignment of the wing and tail feathers relative to the fuselage as these can be bent or broken easily in transportation. If those look correct, I turn on the electronics and make sure the surfaces move freely with no binding and in the proper direction. As a reminder, do this in a safe spot with either the propeller removed or throttle stop engaged for safety purposes. I also have gotten in the habit of double checking the propeller balance at this point since I have been known to chip a propeller on landing and forgetting about that once I get the plane home. Finally, I double check the center of gravity. Usually, I have this marked on the plane's wing so it's a quick process but I think all of us have flown a plane with the CG off and had it turn to disaster. For gas and nitro powered planes test running the engine prior to arrival at the field is helpful to make sure it is tuned and ready to fly. I am amazed how much one of my nitro engines in particular requires tuning every spring!

I believe the above process should allow for a more enjoyable and productive time out at the field. It takes a little effort at home in the shop but pays off later. Enjoy your spring flying!

Joe

More Kudos for our "Get'er done President:



We're not going to have to torment our tired eyes on our old bedraggled windsock any more!

On April 2, your editor was out at Popp's and emailed in a wind report with a picture of the windsock.

Joe picked right up on it and sprung into action and went online and ordered us a new one.

.....

So, let's get out there and use that baby!



***And,
By the way . . .
A certain Past
President***



***Flew by Popp's
Field in his GIANT
SCALE
Carbon Cub,
April 6, 2021***

Flightline 1400 mm OV-10A from Motionrc.com

Jim has so many nice Arizona flying days that he decided a new airplane would be nice . . .



This is the Flightline OV-10A 1400 mm WS airplane from Motionrc.com. I had seen some comments on it but before I decided to get it I went through an RCGroups thread to see how others liked it. Some of the issues expressed were that it could use more powerful motors, confusing procedure for getting everything hooked up, and "tail wagging" at low speeds and in rough air. I have flown mine now and find that the

power is just right for scale flying. If you want a 3D airplane this is not the one. I actually fly around most of the time with about half power, just using it all for takeoffs and mild aerobatics so that isn't a problem for me. MotionRc has great videos on setting up the airplane and flying it. I had no problems with the wiring installation. It's a bit unusual but a video leads one right through it. At the end of the build the airplane was ready to fly with no prob-



lems. As for the tail wagging this is typical with airplanes with twin booms. Motion has great gyro receivers that they had designed and produced for their airplane lineup. I used the Admiral RX600SP 6 gyro receiver that sells for \$29.99, a real bargain, I think. It has three modes of gyro which includes off. I haven't been a huge fan of using gyros but in this airplane it flies like it's on rails and no tail wiggle with the gyro on. I use two 4S 4000mAh packs and I can



get around 15 minutes of flying time with power management. Touch and goes are fun and it looks great in the air. It comes stock with Marine markings but I am a Navy guy so I went to Callie Graphics for more suitable markings.

Jim

But WAIT !!! The story of this beautiful warplane continues on Page 5 !

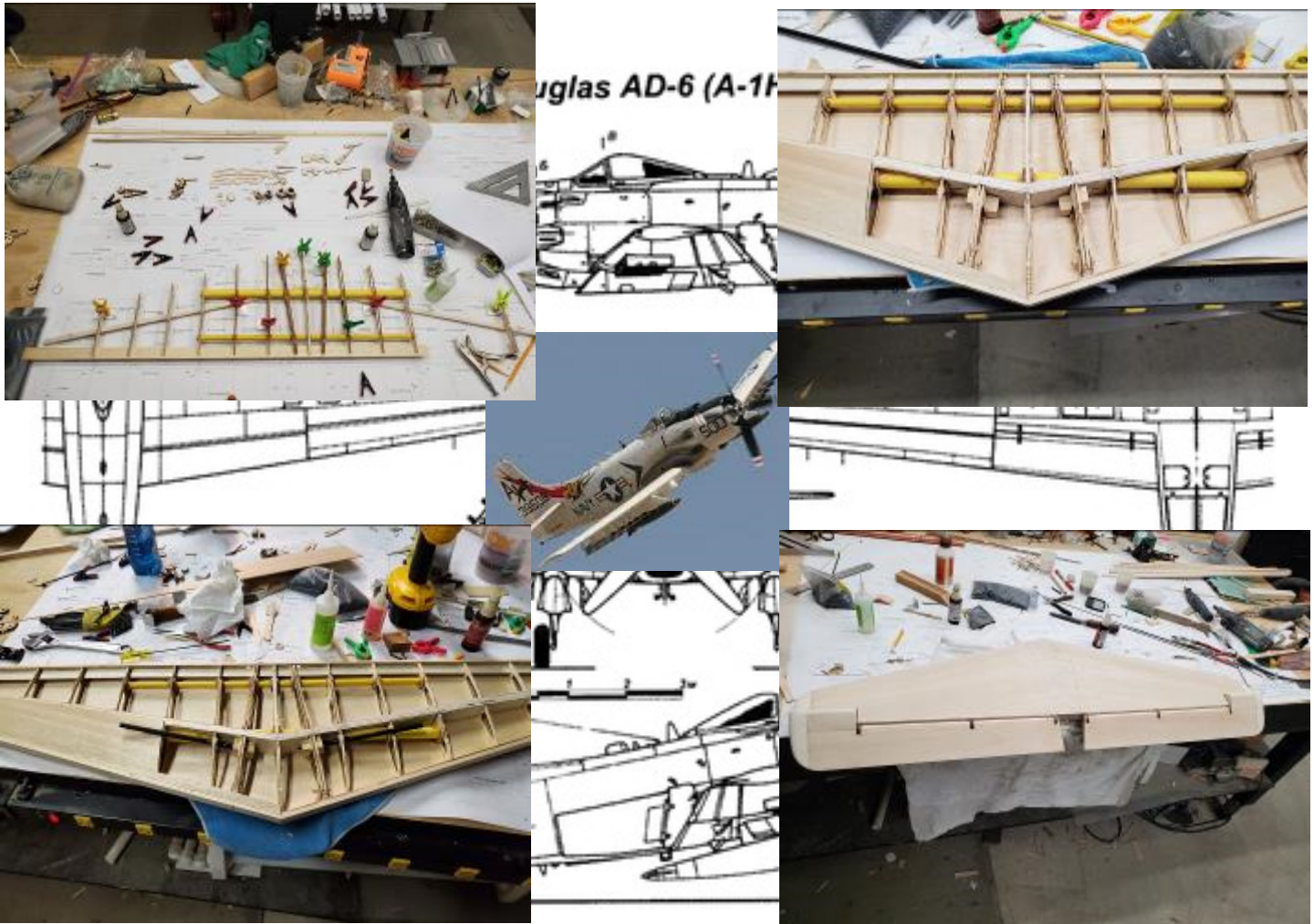
BUILDERDASH !

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.

Douglas AD-6 by Tom Rainwater

Undaunted by the Covid pandemic, over the past year, Tom has been building a 10 foot (120") wingspan Douglas Skyraider AD6. It will be powered by a 120cc twin gasoline engine. The plane will have over 13 servos and everything will be electrically operated with the exception of the dive brake doors which will be pneumatic. It will have a sliding canopy, functional bomb drops and an articulating tail hook.



Above is the construction of the horizontal stabilizer. It is built in three pieces. The center section will be glued into the fuselage and the outer sections will be removable via an attachment process called a Merlin lock. Next month, Tom will show the wing construction.

(Editor's Note: Doing a little cocktail napkin computation, the horizontal stabilizer we see here looks to be over 4' long. We'll need to make sure they replant the Balsa Forests between Bolivia and Guatemala after Tom gets through with this gem!)



The Safety Corner

Jim Stuart
BAM Safety Officer

After the Crash, Part 1

When we are flying our airplanes, we all have to consider that at some time we will probably have a crash. I really like my new OV-10A Bronco and have been flying it a lot.

So, it happened to me. Coming out of a lazy loop, at the pull up at the bottom, adding a lot of power, the plane immediately snapped into a nose down spin and impacted into Mother Earth pretty much vertical.

That's when you make the sad walk out and see what you have left.

The OV-10A is a twin motor/twin boom design so the fuselage, sticking out in front, took the bulk of the impact and was totally destroyed back to just

ahead of the wing. Now is the time that you will want to pick up all of the pieces. Since I am talking about an EPO foam airplane, the destruction usually results in larger pieces that may be glued together. Having all the pieces may also give you a clue as to what caused the crash, if there was any doubt. In my case I have ordered a new fuselage, nose retract gear, cockpit "green house", and two props and spinners. Any damage beyond the fuselage was cosmetic and was easily repaired with glue, spackle, and a coat of paint. However, a good look overall should be done to look for any hairline cracks in the foam that could indicate a fracture. Try stressing this part of the plane and see if the crack opens. This is a tough bird but there could be underlying fractures that are not easily seen.

Take a good look at the battery packs too. Mine looked perfect. For the electronics, look for any damage to the cases or wiring. If they looked like they might have been damaged at all, you should consider not using them again unless they would be on a throw away plane. Any flight control components should be checked for damage and that there are no hinges that have pulled loose. I did have to re-glue some hinges and a control horn that had pulled loose. Aside from the fuselage components, still to come, my OV-10A is ready to fly. Almost!

Part 2 will deal with what should come next.



Jim, the Safety Officer

NOSTALGIA: BAM IN 2008

Courtesy of Jim Young, who, we are happy to say, is progressing quite well after his broken hip.



Open Pit Area, No Overhead Cover



Clubhouse Looking East, Ready to Paint



A Visiting Professional Husband and Wife Team



Jim Young by the Clubhouse,
Waldemar Frank in the
Background



An Impressive, Crowd-Pleasing Runway Display



Marty Wittman's Flying Lawnmower