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Newsletter Editor

Dennis McMahon



BEND AERO MODELERS

JUNE 2021

FLIGHT REPORT

President's Message

Members of Bend Aero Modelers Club:

We are heading into the summer months and I am excited about flying more this year and I hope you are also.

We have a number new members, we are considering updates to the flying field and have opportunities for members to participate in a fun fly event during late

June. During our May meeting, the membership will

decide which improvements and maintenance we will perform this year with our club funds and volunteer time. So lots of things happening at the club, including flying!

My wife and I took a road trip to Idaho, Montana, South Dakota and Wyoming in early May. Between some hiking and tourist activities which are too numerous to mention here (but fun!) I did see a couple of RC flying fields. In both cases, pulling into the parking areas on perfect flying weather days, once on a weekend and once on a weekday I was struck with how little flying was happening. We had lunch in the parking lot and I asked the one person flying at the club in South Dakota why so few flyers on such a wonderful day? He indicated their club was down to just 15 or so members from a high of 75 just few years ago. This club was near a city about the same size as Bend so I would have guessed the club would have around the same number of members and this is apparently the only club within about 75 miles. Again, I asked him why this had happened and he wasn't sure but mentioned the following not necessarily in the order shown below the following:

- ◆ The club members are aging, many reached a point where they could no longer fly for health reasons (vision, etc.) and therefore quit the club.
- ◆ Only two new club members in the past five years.
- ◆ Same club officers for the past several years, just switch positions.



Continued on p. 2

- ◆ Some members have left as they decided since so few people are flying and most people live on acreage so they fly smaller 'park flyer' airplanes at home.
- ◆ No club activities (fun fly events, volunteer clean up) in the past few years.

My first reaction to his comments was it made me appreciate what is happening at BAM. Why is BAM going in a different direction than this club? Three things come to mind that make a difference. First, I think we are fortunate to have a number of new members joining our club annually as they add new energy and ideas to what is happening at BAM. Thanks to existing club members who encourage people around town or those stopping by the flying field to consider joining BAM. Second, many existing members have had the opportunity to be officers of the organization, some for several years and in various positions. This leadership is critical for the club to continue to provide an environment that is enjoyable and safe for all members. Finally, I really think what was lacking at the clubs I visited was the enthusiasm or the spirit of the club members. Bend Aero Modelers has plenty of spirit as evidenced by the following;

- ◆ Members regularly volunteer to help with maintenance, capital improvement projects and events.
- ◆ ***(EDITOR'S NOTE: WE'RE DOING GREAT ON RUNWAY IMPROVEMENT DONATIONS--KEEP IT UP!)***
- ◆ Rarely does a good flying day go by without a number of emails sharing plans of flying with other members.
- ◆ If someone needs help with a technical or flying issue, someone(s) are almost available and enthusiastic about offering aid and advice.
- ◆ Members clearly have fun flying and watching others flying at the field.

I hope you enjoy BAM as much as I do and continue to contribute those things that make it a fun club to be a member.

Thank you!

Joe Newman

DON'T FORGET TO SEND IN YOUR FOR SALE OR TRADE ITEMS, LIKE THIS ONE:

**FOR SALE: TWO E-FLITE Celectra 1 cell 3.7
Variable Rate DC Li-Po Chargers
(Including AC Power Supplies)**

- These are great chargers for your 1S batteries. Including shipping, they're going for \$16-\$17 apiece on Ebay.

THESE ARE PRICED TO SELL.

LOCAL PICKUP ONLY.

\$10 EACH OR GET BOTH FOR \$19 TOTAL.

Dennis at dennismc@bendbroadband.com

541-390-5080

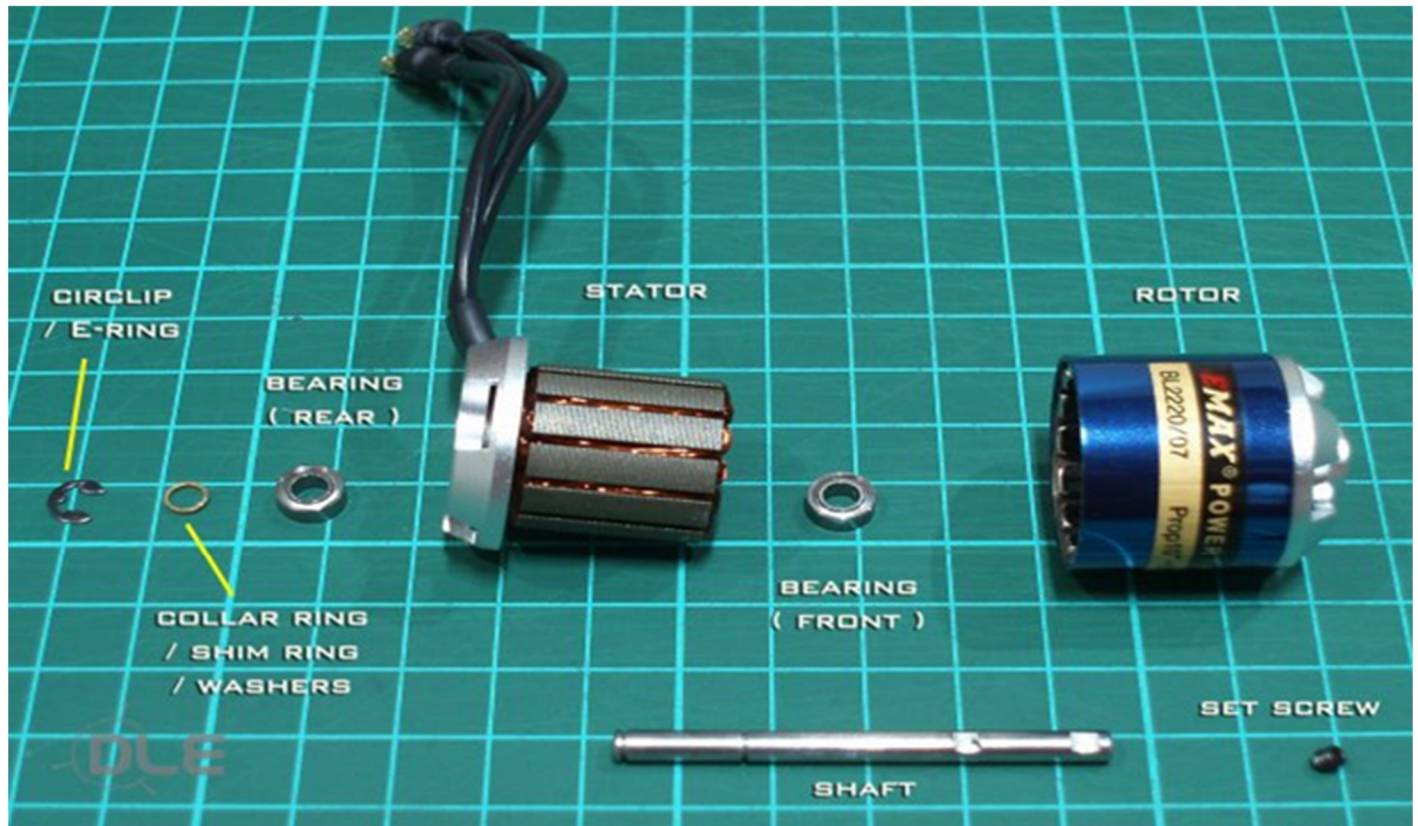


How to Defeat the “Brushless Blit”

Some of you have been there – pranged in a little (or a lot) on landing a little off the runway and we gingerly rotate the prop shaft (prop’s probably gone, right?). We hear or feel that familiar grinding sound, so we suspend rotating and as soon as possible, vacuum or blow out the motor. Darn, stuff is still in there, so it’s time to dutifully disassemble the motor and clean everything out. Here’s where it gets interesting. Some of you may have specialized tools for the task, but using the usual small conventional tools, you work that sweet little retainer called an E-ring or Circlip or something like that off the end of the shaft and all you hear is BLIT! Where did that thing go?

Your editor recently had to do this, and, for a change, made a strong mental note on where the other little rings, bushings, etc. are supposed to return. But, about a year ago, having heard the BLIT from somewhere across the room when the clip lands and becomes invisible, he knew he had to do it smarter this time. So, not really that smartly, but effectively, EUREKA!-- take a nice clear plastic gallon bag and do all the assembly and reassembly inside the bag. As usual, your editor dropped the clip a few times during reinstallation. The bag didn’t make the tedious task any more fun, but it certainly made it achievable and saved hours of digging through both the room and all his little junk jars of miniscule RC parts.

And, in closing, your editor sincerely hopes you never have to try to loosen that microscopic set screw that holds the shaft on a brushless motor. The key is to make sure you have the correct SAE (sometimes) or Metric (usually) Allen wrench and hold that baby in tight while you rotate it, because once it strips, you’re in a world of hurt.



Finally, if any of you have more tips on how to execute this task (or any other tricks you have up your sleeve), please fire them in so we can all learn the easy way.

ARIZONA SIDENOTES FROM OUR SNOWBIRD SAFETY OFFICER, JIM STUART

Your editor couldn't resist passing on some stuff he gleaned from Emails Jim sent him last winter.

From Jim: "What happens when you spend the winter down in AZ where they have a club field and the weather lets you fly two or three times a week or more. You pack up the RV with as many as will fit and then you buy some more. Seems logical to me! "



"Oh, and there's one more I have to move each night if I want a place to sleep!"

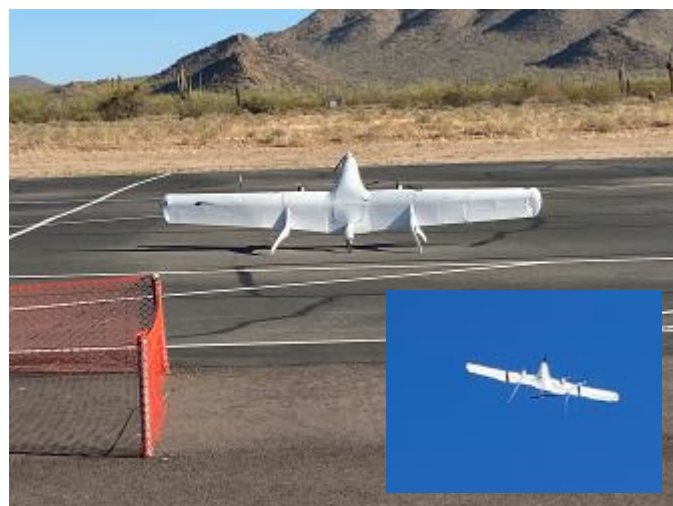


(Editor's note: Ya think this guy is a bachelor?)

"Dennis, here is another one for you. I showed up one morning to fly at the club field and this was sitting on the runway, ready to go. It has about an 8' wingspan. I watched the pilot start the motors (3) and watched the wing takeoff vertically. He then transitioned it to horizontal flight, then set his transmitter down and walked away for a cup of coffee. We watched as the wing flew away and flew patterns over the desert landscape on it its own. When he was ready for it to come home he commanded it to return and the wing came back to field where he controlled it to land. I assume that it was flying with a GPS input probably pre-programmed into it. Pretty amazing but I have to think that some AMA rules were probably disregarded. Not unusual for this flying field. Much like ours, not much around in the desert and forget any restriction to the AMA 400' maximum altitude for RC airplanes. I guess that the coyotes don't mind and the club does run a safe operation. I enjoyed flying there this winter. Lots of variety with around 250 members but never a crowd to fly."

Editor's reply: "Jim, are we coming to a time when you just program your plane to take right off from your house, fly around, do aerobatics, etc. and land, all while you're asleep?" -- to which Jim stated:

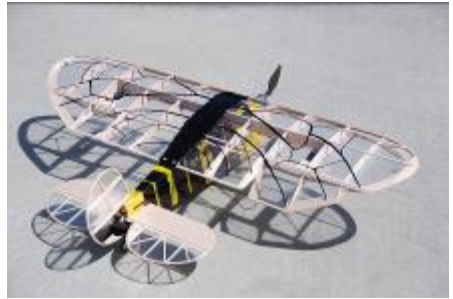
"Dennis, I know what you mean on the GPS stuff. The club down there really does seem to be very safety aware but then you have somebody like this guy. He shows up at around 7:00 am and is only there about an hour so maybe there are only a few others around and there isn't a lot of talk about it. What bothered me some was that for about 20 minutes or more the pilot wasn't even watching the airplane. it could have crashed and he wouldn't even know where. I said that there were 3 motors but actually there were 4 so he has to have a pretty good load of LiPos aboard. Nobody out where it flies over but in the event of crash a good chance of a brush fire. Now THAT would get some attention I'm sure."



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.



From Tom "Trouble" Schramm, this is the new release "Lazy Bee Special" by Andy Clancy Designs. Tom built the 50" version with ailerons from a laser cut balsa, thin plywood and spruce sticks kit. Covering is Ultracote in transparent yellow and clear. The "Bee" scheme is with a black Sharpie. Power is an Eflite 10 brushless with a 3S 2200 lipo and four Hitec HS-65MG servos for control thru a 2.4 system. Tires are 4" Trexler Balloon inflatables on a shock mounted axle. RTF weight is 2.25 lbs. The original

"Lazy Bee" design was produced in the late sixties and included a 1/2A model thru a .35 two or four stroke model. Today's models can be slow Sunday flyers on wheels or floats or 3D capable. *Nice little bug, Trouble!*

www.andyclancydesigns.com/articles/the-original-lazy-bee-made-in-2020

Another two bits from your editor: I needed to lengthen a pushrod on his Flite Test foamboard Pietenpol.



BOBBIN

They're big on keeping it cheap, cutting to exact length and installing. This one didn't work out quite right, so I cut the original and soldered on an extension and inserted a pushrod connector into the control horn and was then able to fully adjust the elevator.

Being a fly tier, I use a tool from that hobby to secure the pushrod segments together. I insert fine, spooled wire into a flyting tool called a bobbin available, at any fly shop or Sportsman's Warehouse) and can maintain tight control when wrapping the wire around the 2 segments.



WRAPPING



SOLDERED

CONNECTION

(Solder first.

Then snip ends.)

And, ya gotta see my soldering gun; bought in Cheyenne in about 1968, in its original box; note price: \$5.97





The Safety Corner

Jim Stuart
BAM Safety Officer

After the Crash, Part 2

Now that you have your airplane looking like it just came out of the box you are ready to fly again -- NO!

It's time to do a really good preflight inspection and to think about how you want to do a new Maiden. For me, and maybe for you too, I am also not sure what caused the crash. I have two possibilities. One would be that a motor threw a prop blade. I've had it happen on another plane. However, the likely cause was that when I came in with a lot of power I accidentally applied some rudder at the same time. A wing stalling was not likely; neither a normal one nor an accelerated stall. This airplane also uses counter rotating propellers. The rudders on the OV-10A are very effective though, It's easy to fly this airplane in turns just using the rudders alone.

For the preflight, again check for any damage that might have been missed, all the moving parts are secure and move in the right direction. Definitely do another range check and do a full power runup on the motors to make sure that they are secure.

For the maiden, fly it like a new plane. Trims all set like you want and that you are satisfied with your dual rate settings. Now is when this maiden will be special, for me. I'm going to fly it up to a safe altitude and try to simulate the conditions that led to the crash. If you don't know exactly why it crashed it is not safe to fly! I will do a loop and this time I will intentionally apply some rudder as I bring the power up. If it again results in a spin I will be ready for it and can recover from it. My OV-10 is also using gyros and I will try this again but just release the throttle stick with the plane still in the spin and the gyro should recover the airplane for me. I will have then determined that I have to be careful about applying unwanted rudder with power application and I also will have determined what the gyro can do for me. I will be satisfied that I have a safe airplane to fly.



Jim, the Safety Officer

Next Month: Jim will expound on range checks and show us a way to do them at an effective distance away.

From last month:

What WWII airplane was given the moniker WHISTLING DEATH?



F4U Corsair

***What WWII airplane was given the moniker
WHISPERING DEATH?***



Bristol Beaufighter

A Collage of the April 28 BAM Meeting @ Popp's

And here you have it:
BAM's World-Class
Brain Trust all in one
Place! Alert the Media!



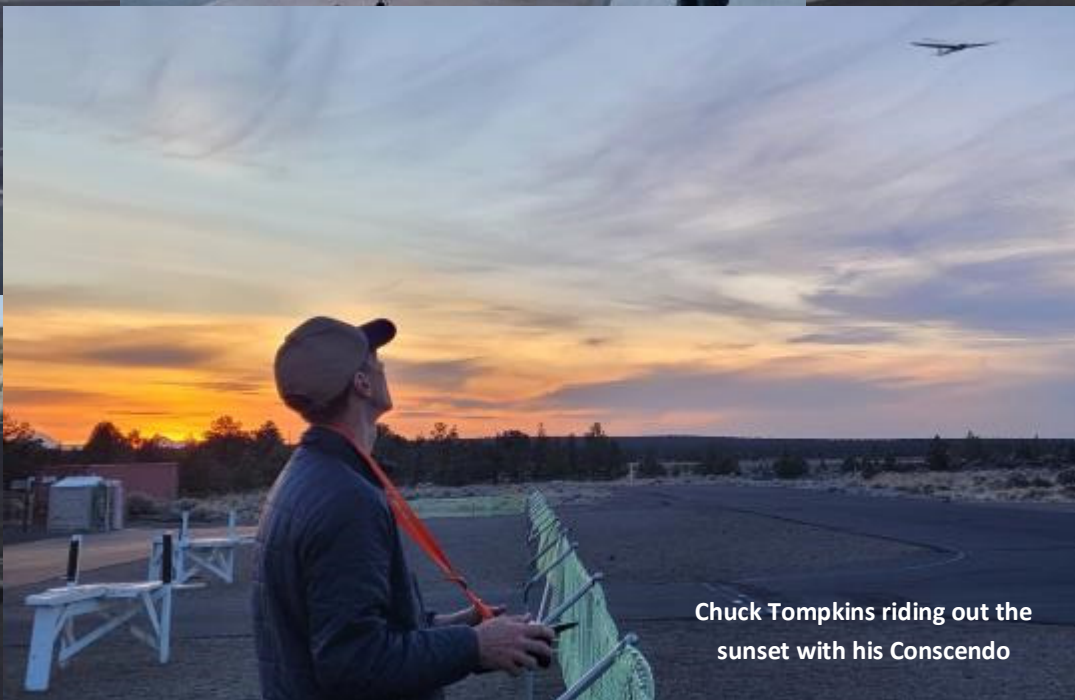
James doing one of
the many things he
does so well



Mike Chappell's awesome T-28 gets a big head because it knows Mike and Joe are talking about it.



Tom Rose's ol' reliable
T-28

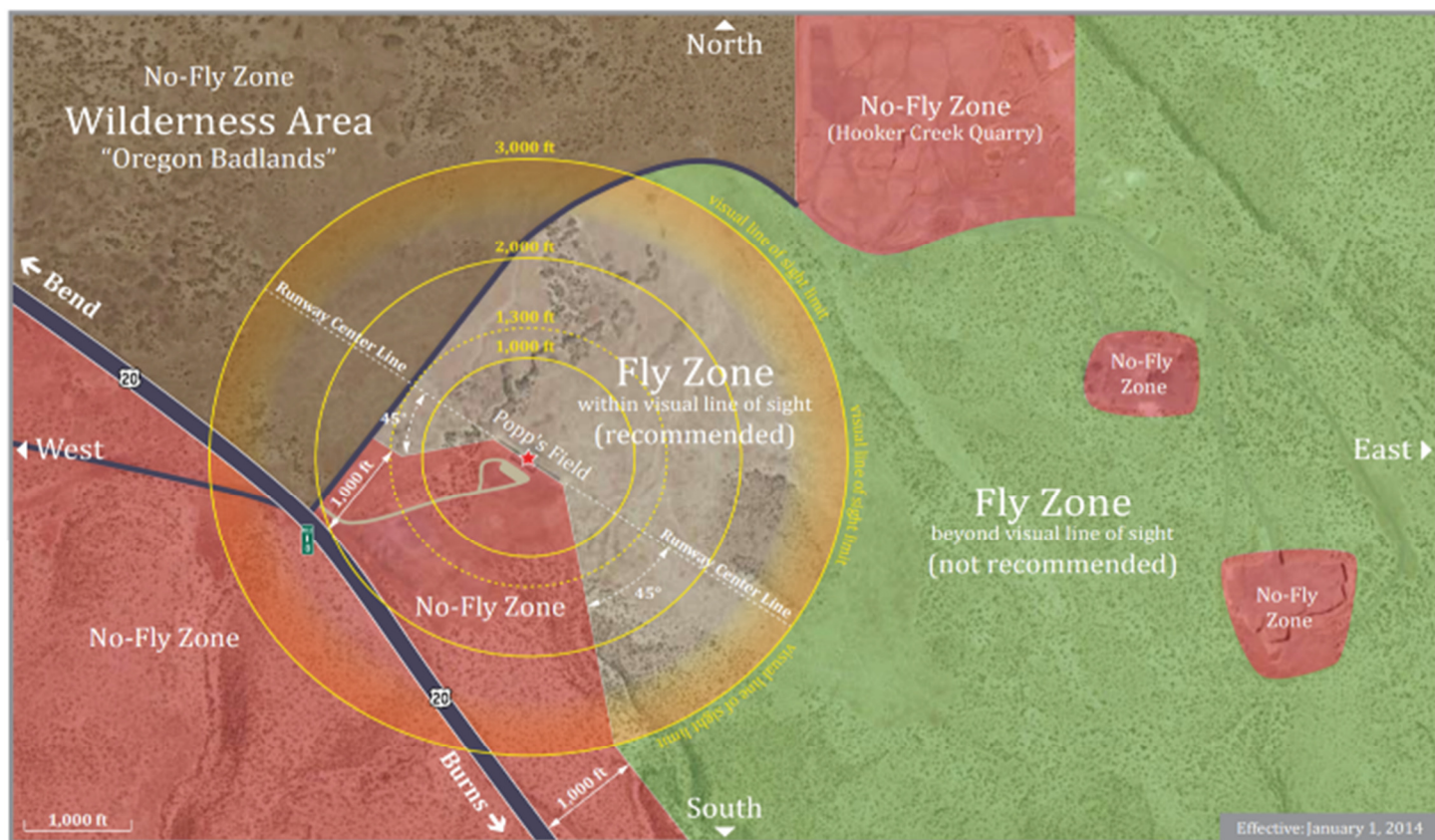


Chuck Tompkins riding out the
sunset with his Consendo



Jim Stuart's agile Night Timber





Effective: January 1, 2014



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.

February 25, 2016 | Revision C