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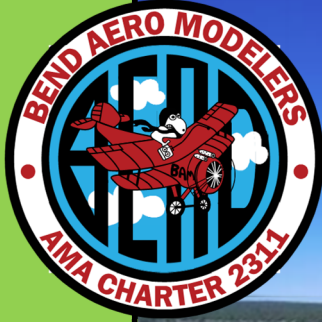
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Newsletter Editor

Dennis McMahon



BEND AERO MODELERS

AUGUST 2021

FLIGHT REPORT

President's Message

BAM Club Members!

I hope everyone is enjoying the hot and dry summer so far. I have run into a number of you as I visited the field numerous times during the past month and it is nice to see everyone's enthusiasm for flying and sometimes crashing!



A quick reminder for activities during August. We have a night fly on Saturday, August 21. No special rules here, just bring a plane you can see (and land) at night. Should be a clear night with nearly full moon which will aid in visibility. I plan on showing up a little early to acclimate to flying at twilight before it gets totally dark. Probably a good idea to bring a flashlight and a light you can use while performing a preflight check. I followed Dennis McMahon's advice in an email he sent to all members which included a link to a light system for a plane (check your emails from him for details) and ordered an LCD light kit from Amazon which arrived a couple days later. I chose one of my foam flying wings to install the lights thinking it is fairly crash proof and easy to fly and 15 minutes later success! I have flown the wing with lights a couple of times successfully during daylight and the additional weight (very slight change to the CG) and drain on the battery is not noticeable in terms of performance or flight time. I am waiting for our event to try actually flying at night and look forward to a number of members attending the event, it should be exciting!! *Cont. p. 2*

We are also planning on having our monthly club meeting at Black Bear diner in Bend on Third Street. As usual, the dinner portion starts at 5:30 pm if you want to socialize with your fellow club members while the official meeting starts promptly at 6:30pm. The meeting is the fourth Wednesday of every month, so for August that will be the 25th. *(Cont on P. 2)*

Look forward to hearing from Dave on field updates and what we might have planned for future projects in our 2021 year. As a reminder, the management at Black Bear asks us to park across the street in the Credit Union lot to allow regular customers access to parking. See you there!

Finally, I wanted to acknowledge that sometimes, no matter what you do, how many adjustments you make to the plane or its electronics, how many experts you seek sage advice from; a plane just doesn't fly properly if at all. It crashes for no apparent reason other than perhaps it was never meant to fly. Does this seem like a familiar scenario to you? My solution has usually been to temporarily retire the plane for a year or two until I come up with another idea that will magically make the plane airworthy. In my case I have two planes that fit this description and they have been parked in my hanger for two and four years respectively. A couple of Saturdays ago, I watched one of our senior club members attempt to fly one of his planes several times with each short lived flight ending in a crash. Between crashes he calmly and quietly made various logical and well thought out adjustments made to the plane to no avail, the outcome was another crash. His solution was to reverently and carefully place the aircraft on the ground in front of the other flyers and stomp repeatedly on it. Frankly, the initial shock the witnesses to this event experienced was replaced by laughter and finally congratulations as we all could relate and agreed we had planes deserving of this final treatment! You never know what you might learn from flying at Popp's Field! This is a true story and I will leave it to you to find out who in our club put his plane out of its misery.

Joe Newman

A SUBTLE HINT





The Safety Corner

Jim Stuart

BAM Safety Officer

Range Test

If you are like me, I don't often do a range test for the receiver that I am using. If I am doing a quick build from a foam sheet or it's just an old expendable airplane with a receiver that I have used before it probably wouldn't matter too much. It wouldn't be a bad idea to do one anyway maybe once a year or in the Spring when you haven't flown the airplane for awhile. Always keep in mind, too, that when an airplane loses a radio link it becomes an unguided missile, even when we have a fail safe setting in.

For a new airplane or receiver and it's a maiden, though, a range check is essential, and with a thorough pre-flight check of course. With a Spektrum radio it's very easy. Just select Range Test, walk 30 giant steps away (100'), press the Bind button and you are in low power mode. If you can see the flight surfaces move you are OK. Also take a few more steps back and keep trying the test until the receiver gives up. A 100' test is great but more is better. It's a little hard to see those flight surfaces move from 100' so I made a little gadget to help me. Just clip it on the elevator and you will see the flag move.



Jim, the Safety Officer

BAM'S JUNE 26, 2021 FUN FLY



Thanks to Tom (Trouble) Schramm for taking a ton of photographs of various events in the Fun Fly. We had a great day out there. Ironically, it was also a case of “Fleet Reduction” for some flyers. And, some of the standings portrayed below were based on who was the last to crash. In fact, I’d like to pause here and thank “Trouble” for making the trek out into the sagebrush to retrieve the remains of the “Disney’s Planes” movie plane I pranged in, as I was encumbered with that boot on my foot. Upon later analysis, I think my demise may have been due to a loose prop, causing it to loose thrust and succumb to the exceedingly strong gravity in the area of Popp’s Field. Nevertheless, these gatherings are always a high point for Bend Aero Modelers, and they don’t need to be overcomplicated, nor should anyone feel they’re not a good enough flyer to participate. The emphasis here is self-evident: It’s A FUN Fly and that’s the sole goal for the whole thing.

With the above as a preamble, over the next few pages, I’ll include some of the pictures Trouble forwarded to me, for which I am extremely grateful. I can’t begin to attempt to add captions, but enjoy nevertheless.



Timed Maneuvers (3 Loops, 3 Rolls)	James Fredericks	Waldemar Frank	Jim Stuart
Precision Landing	James Fredericks	Waldemar Frank	Frank Wood
Combat	Frank Wood	James Fredericks	Jim Stuart
Limbo	Bill Broich	Waldemar Frank	Jim Stuart





Spot Landing--No, he did not crash!



Nice Spot Landing!



(N+1)

THE EQUATION THAT SHOWS HOW MANY RC AIRPLANES YOU NEED, WHERE N IS THE AMOUNT YOU CURRENTLY OWN.



FUN FLY LIMBO



ONE

ZERO



TWO

DUCK!



THREE



FUN FLY COMBAT



SOME STUFF FROM THE EDITOR:

Some time ago, I had some kind of problem with a connector on the end of a servo wire. I looked around and found this crimper, which really does a great job repairing the individual pins and receptacles. I haven't used it often, but it's a great little tool when you need it.

IF YOU run into a bad servo pin, please contact me and I'll be glad to loan it to you along with the male and female replacement pins.

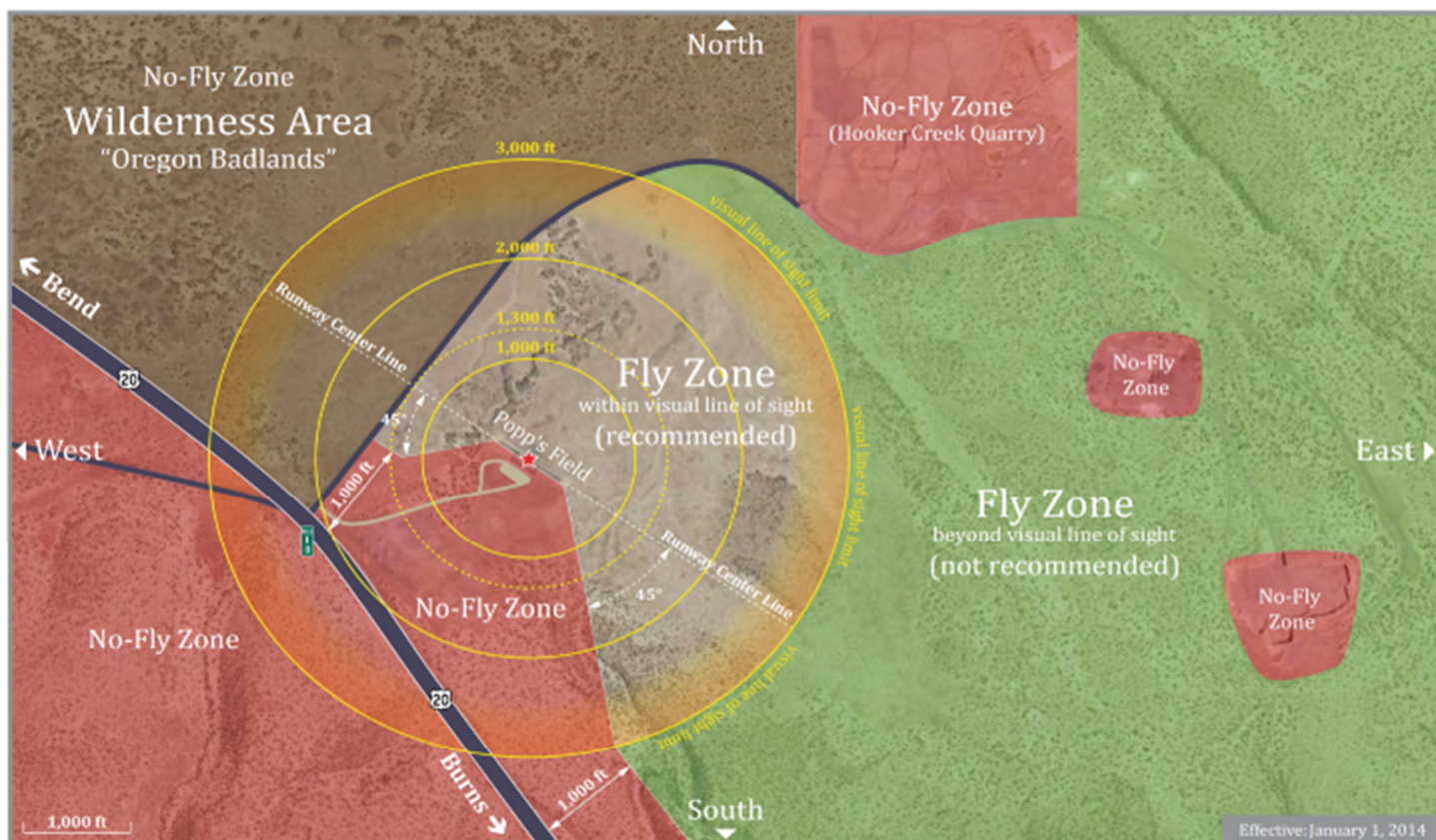


AND, be kind to yourself. We encounter several sizes of hex/Allen wrench set screws in this hobby. We often rummage through our tool box or wherever to find one of those standard tools with the characteristic 90 degree bend and set about trying to firmly seat the setscrew. You'll appreciate how quickly and effectively you can tighten them if you spend \$15 bucks for a SAE/Metric set of bits with 1/4" hex shanks. You probably have a 1/4" hex handle like the one pictured and you can then make your own holder like this one I made, or get one online for about \$7. Make it a Covid compensation gift to yourself.



And finally, if you're like me and are so undisciplined and have toglom onto new planes in different sizes, you end up with an assortment of batteries and their respective chargers. I got tired of juggling everything and went on line and ordered this rolling utility cart for 34 bucks and incorporated a decent surge arrestor. Now I have room to create some order

out of the spaghetti jungle of wires and can easily plug and unplug batteries into their respective chargers. Of course, with this gaggle of chargers, I don't charge many at one time, but it sure streamlines the care and feeding of my batteries.



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