

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

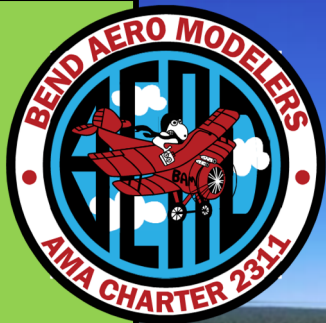
Waldemar Frank

rcbonanza@gmail.com

541-306-1058

Newsletter Editor

Dennis McMahon



BEND AERO MODELERS

SEPTEMBER 2021

FLIGHT REPORT

President's Message

BAM Club Members,

I think a good hobby is one that can be as challenging and rewarding as you choose it to be. I think flying radio control aircraft can be both challenging and rewarding and I am sure you can think of many examples without much effort.



A great example of both the challenges and rewards of our hobby occurred during our club sponsored night flying event in August. I have never flown an airplane at night so the challenge seemed obvious; how do you do it without crashing or losing your aircraft? I knew flying at night involves putting lights on the plane but where is the best place to put them, where do you find the lights and how do you install them? What is a good plane to fly at night? I found answers to those questions from various sources including other club members who have experience in night flying, from RC Hobby squawk (on line resource) and on line retailers. As with most challenges, I didn't get it perfect in my first attempt. I selected my foam flying wing because I am comfortable flying it in most conditions and it is relatively indestructible. I used two strings of bright LED lights (red and green) which attached to the Wing via two sided tape included from the kit ordered from Amazon thanks to a tip sent to all members by Dennis!



James' Well Lit Plane

(Continued on P. 2)

My first flight with this set-up was at twilight; another good suggestion from an experienced member as it allowed me to still see the plane and pointed out a major flaw in my light installation. Since I installed the lights on the top of the wing, when it was directly overhead it was virtually invisible! Talk about challenging to fly! Through a combination of slow flying, just enough twilight to see the plane's outline and some luck I was able to land the plane without damage.

By the time I reinstalled the lights on the bottom of the wing, it was very dark. For those of you attending the event, you might remember we had a 'Super Moon' rise just after sunset which was spectacular!! To be clear, the moon was beautiful but it didn't make it any easier to fly that night! Anyway, with the wing lights on the bottom of the wing, my plane was easier to see but it wasn't perfect. When I would turn the plane with the bottom away from view the plane becomes nearly invisible! Once again, after a brief but exciting flight I was able to land the plane successfully. Lesson learned; place lights on the top and bottom of the wing and the tail! Other night flyers had much easier times flying and dazzled the crowd by performing acrobatics and perfect landings that are hard to do in broad daylight! (James Fredericks and James Stuart to name just a couple)

One reward for me is that I learned I can fly at night and will make improvements before my next attempt. The best reward for me was having my wife (Char), son (Tim) and his wife Anna) visiting from North Carolina enjoy the event tremendously and meet many of the members in attendance.

Enjoy the end of summer!

Joe Newman

For Sale: 1150mm A-10 Thunderbolt II with twin 64mm EDF's.

BNF Basic with AS3X and SAFE Select.

New, Unassembled \$300.

Uses 6S Battery. WATCH THE VIDEO!

<https://youtu.be/1nBeq6ld1BE>



Two Never Used Spektrum AR 6210x Receivers.

On Ebay for about \$28 from China, from USA about \$36 each. Your price: \$30 each or \$55 for both.



Two Spektrum Transmitters

DX 6i \$110-\$150 on Ebay, Your price: \$95

DX 5e \$70 to \$115 on Ebay, Your price: \$65

Dennis McMahon, 541-390-5080
dennismc@bendbroadband.com





The Safety Corner

Jim Stuart

BAM Safety Officer

The Care and Feeding of Lipos

Lithium Poly batteries, those LiPos. We all love them because they make our electric planes fly, but they do take some care to make them safe and last a long time. A faulty battery could result in a crash or a badly puffed pack rupturing and causing a fire.

Using the proper charger goes without saying, but how about when they are not being used. I think that we all know that for their long life and for getting the best performance out of them it is always recommended to never store them for extended times in a fully charged condition. They should be discharged to about 50% power for storage. You can do this using a charger in the discharge mode but it's slow and means hooking up



your charger. I've found a handy little gadget that works great. It's the ISDT Discharger. It works with 2S-8S packs, has adjustable discharge rates, and is easy to use. It doesn't need any power. Just plug your pack into it, select the battery S count and the discharge rate and it is off and running. It has a built in cooling fan and shuts off when the storage voltage of

the pack is reached. It is recommended that you never store a LiPo for more than a week in the fully, or even partially, charged condition. This device makes it easy. It's not cheap, about \$35 on Amazon, but if it makes it easier to store your LiPos and it could pay for itself in longer lasting packs.

Jim, the Safety Officer

BAM 2021 RUNWAY UPGRADE

Let's start with some pictures Jim Young provided, showing the runway's status in 2005, after some maintenance.



Taxiway with windsock in the background



Looking westward



West end of pit area with one lone Porta-Potty



Another shot with the windsock

SEP 2 -- HARD LABOR FOR THE BAM CHAIN GANG



Work Crew on Sep 8

Pictures provided by a guy who had to avoid jumping in to help like he always does, as he was having "Trouble" due to a bout with Shingles.



Man, that runway looks like it goes a long way down there . . . !



Busy hands are happy hands!



Here's how ya do it!

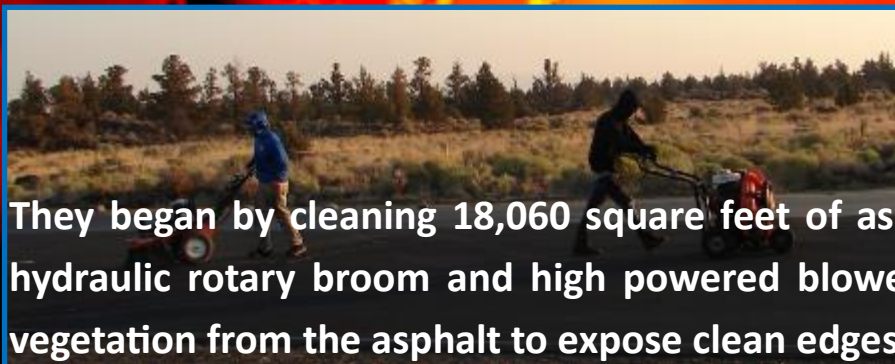
We owe a perpetual debt of gratitude to our talented Field Marshal, Dave Reiss, the brains and a lot of the brawn behind the whole project!



August 23rd-Straight Edge Maintenance Fills Cracks, Seal Coats, and Stripes Our Beloved Runway



Straight Edge Maintenance hit the ground running at 6 AM with a good-sized crew, doing an impressively thorough job preparing all surfaces.



They began by cleaning 18,060 square feet of asphalt thoroughly, using a hydraulic rotary broom and high powered blowers and trimmed back all vegetation from the asphalt to expose clean edges.



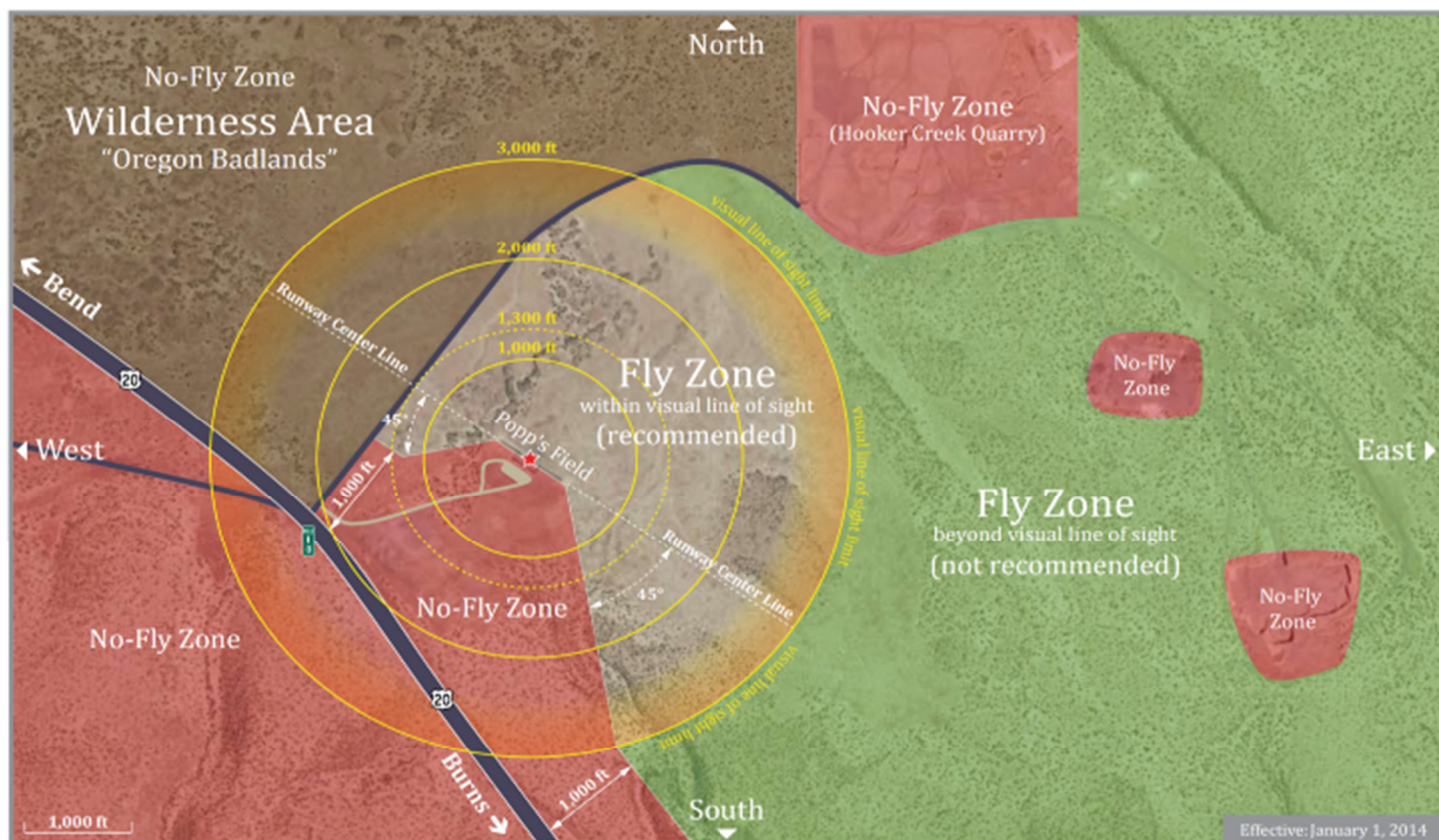
Lots of Crack Sealant

They cleaned 423 linear feet of cracks in the asphalt using a hydraulic rotary broom and blowers and then applied crack seal with a wand applicator. They used squeegees to evenly seal the runway pores.



Snapping a Chalk Line

After allowing the proper set-up time, they re-striped the edges and center-line and sprayed the required "X" markings to each runway end to inform piloted aircraft that the runway was not for landing.



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