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BEND AERO MODELERS

OCTOBER 2021

FLIGHT REPORT

President's Message



I just got back from Popp's Field and I thought I would pen this message to our members while it is still fresh in my mind. I get asked from members and non-members alike why they should belong to Bend Aero Modelers (or any RC club for that matter). I usually talk about advantages of belonging to a club such as excellent training from our flight instructors, the advice from members when you are stuck with an equipment, building or flying problem, the fun fly events, the nice field and runway and the fun members. After today, I plan on adding one additional benefit of being a member!

On Friday, September 24, the

weather was forecast to be in the 70s

for a high and wind below 5 miles per hour, so I woke up and loaded my truck for a trip to Popp's Field for some flying. I sent out a blanket email to members warning everyone I would be flying and was on my way but had to run some errands first so I didn't arrive until after 10 am. When I arrived, the weather was perfect, no clouds and NO WIND! Fantastic! I noticed Bill Broich and Terry McDaniel arrived before me and had been flying for a while just enjoying the perfect



conditions. I did a couple of quick flights with my P-51 and a newer flying wing (Neptune) with a ducted fan then sat down to talk and relax before more flying. Terry had flown his T-28 flawlessly, making perfect take-offs and landings look pretty easy. Then Bill stood up and began to pre-flight his F-16 Freewing with the Artic Camo (White, Black and Grey) set-up. If you haven't seen this 70 mm ducted fan jet in person you should, as the pic-

the plane was 2/3 down the runway before the nose lifted slightly and it bounced once. Bill held it on the runway a little longer, then with a scant 50 feet left before the end of the runway, he pulled back on the elevator and the plane lifted off flawlessly. Bill performed a nice gradual northward turn while retracting the landing gear. His first pass by the pits was at around 100 feet altitude and nearly full speed (75-80 MPH?). The whoosh



of the 12 Blade 70 mm fan was impressive and realistic. Bill proceeded to perform some loops and nice flat mid speed and high speed turns. The plane was easy to see and he kept it reasonably close, which

tures on the Motion RC website don't do it justice. Very nice detail on the plane and it is easy to spot in the air! I had seen him fly this jet on a couple of occasions and sat down to watch and enjoy. Bill set up to take off from West to East on the runway given the no wind situation and was careful to start the plane on the center line. During take off, the plane requires (as do most jets) significant ground speed to reach lift off. On this flight

is tricky but important with these higher speed planes. The last pass before landing was at full speed and about 20 feet off the ground right down the middle of the runway. Unbelievable! I was beginning to wonder if he had exceeded the flight time on the jet which can be notoriously short (usually 3-4 minutes) when I noticed his landing gear and flaps dropped and he began his final approach.

Having flown a couple of jets I own several times, I know this is the challenging time, so I watched as Bill lined up perfectly on the runway taking a high angle of approach with a low throttle setting. As you know or can guess, Bill's F-16 doesn't glide very well and

by and watched who were camping nearby and stuck the take-off and landing again! Bill is a pretty low key guy but after Terry and I were jumping up and down telling how awesome the flights were for us as spectators, I am pretty sure I saw him smile!



the trade-off of elevation for airspeed is significant so timing his pull up before touch down on the runway is critical. If he waits too long to pull up the plane will crash nose first into the runway, causing significant damage. If he pulls up too soon, the plane will travel too long on the runway before touch-down and will not slow down enough on the runway and run off the end also causing damage to the plane and the pilot's ego. Bill nailed the landing within a few feet of the west end of the runway allowing the jet to slow down after rolling roughly 2/3 of length leaving ample space to turn the plane around and taxi back to the runway. I think for once in my life I was speechless! He made it look easy! To make matters even more impressive, a few minutes later, he repeated the flight in front of some people who stopped

After today, if anyone asks me why they should join BAM, I will tell them if they are lucky, they will see another member make a flawless flight (or two) on a perfect day flying a very challenging but impressive plane. Thanks to Bill for providing that fantastic memory, I hope to see all the members out at the field sometime soon!

Joe Newman,

President, Bend Aero Modelers

Schaub Lake, October 9, 2021

Pictures on this page and the top of p. 5, plus Lucas and Toby Jones were extracted from a video taken by their dad, Kevin Jones. To view the fun video, go to <https://youtu.be/siPSrV8QNFw>



From Jim Young:

BAM pilots:

We had a really great time October 9 at Schaub Lake. I did take pics of the readying and maiden flight take off of my A-10 Thunderbolt II (Warthog). There is also a pic of my F4U Corsair which also received its maiden flight. Both airplanes were flown by my Chief Test Pilot, Tom Rainwater. After the maiden flight of the A-10, Tom said it was the first RC airplane he has ever flown that required absolutely no trims. The red airplane is the "Venom" which Ron Grigsby wanted to get in the air but that wasn't possible due to landing gear steering. Anyway the turn out was great. I counted 24 at Gordy's and a few more came later. Dave Reiss added that he had a great time and Janice walked around the lake 5 times!



TEST PILOT TOM



LUCAS AND TOBY JONES



BUILDERDASH !

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

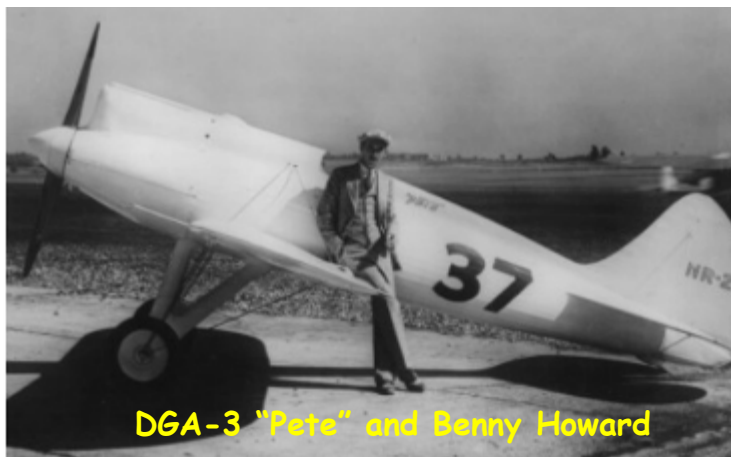
Builderdash [bill-der-dash] senseless, stupid, or exaggerated assembling of model aircraft; nonsense.

Once again, from Tom "Trouble" Schramm:

Good old Charles Bates snagged me to build his 1/3 scale Howard Pete, a 1930's air racer. It is a short laser cut kit with wingspan of 80 inches and power is a Saito 150 four stroke nitro engine.



Framed up stab/elevators. Yes, the ruler is 36 inches, not centimeters, long!



DGA-3 "Pete" and Benny Howard



Lower fuselage half with hand bent LG.

In 1929, Benjamin "Benny" Howard built "Pete", one of the first purpose-built air race planes. Howard created the plane specifically for air racing and especially for the events at the National Air Races. Scarcely seventeen feet long with a 20 foot wingspan, Howard's third plane, Pete, was designated DGA-3, with DGA standing for "Damned Good Airplane." Pete's first test was at the 1930 National Air Races in Chicago. Winning five of the first seven races, Pete became one of the most successful racers in any form of motorsport. In the men's "Free for All," contested by seven planes with larger, more powerful engines, Pete finished an impressive third place, despite a huge horsepower disadvantage.

Source: <http://www.airracinghistory.freeola.com>



The Safety Corner

Jim Stuart

BAM Safety Officer

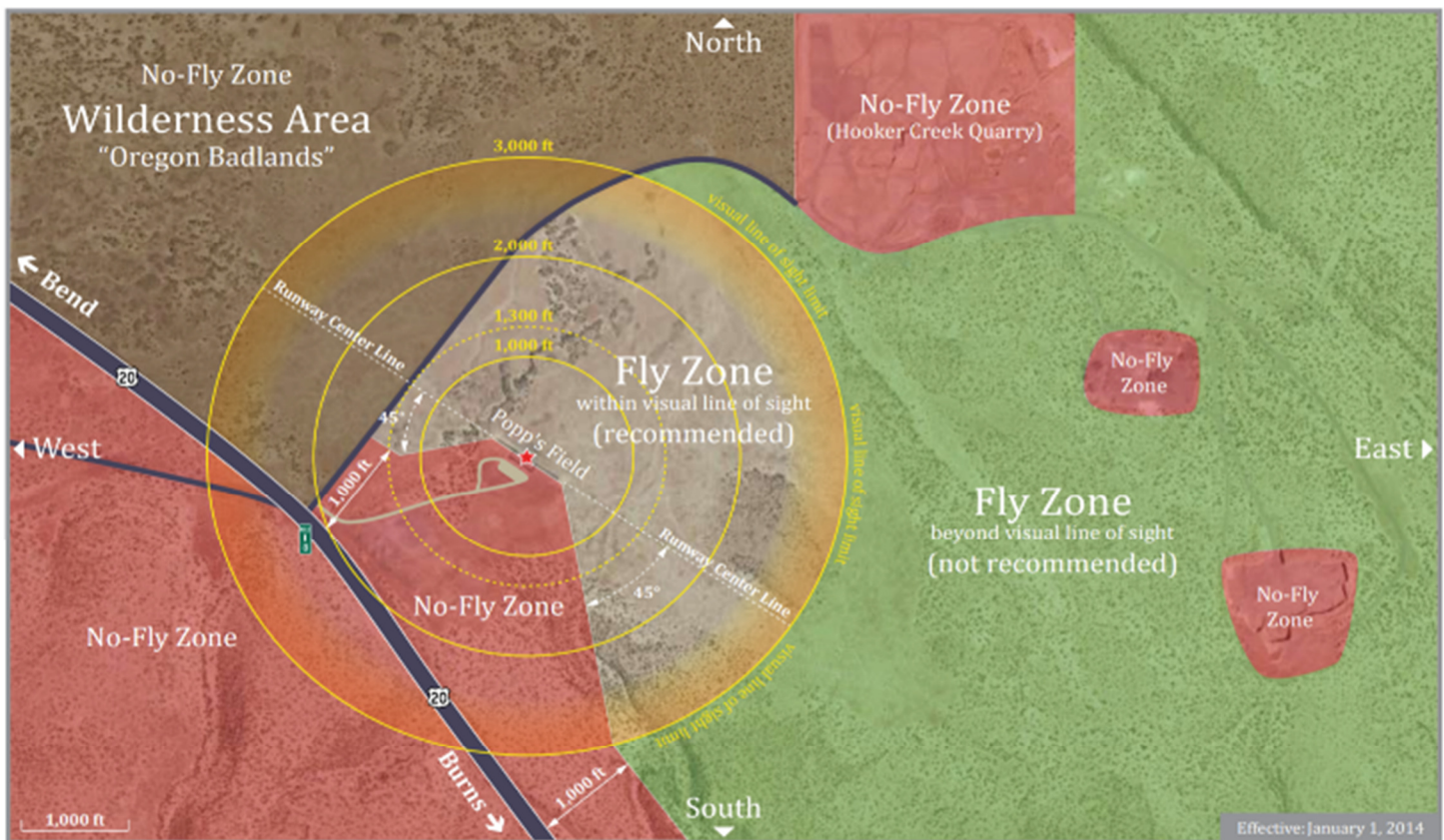


I hope that all of we flyers are familiar with the Throttle Cut option on Spektrum and other brand transmitters. This, of course lets us disable the throttle input to the motor whenever we are handling the transmitter and not flying but with a motor hooked up to its power. Not using this option and bumping the throttle when your hand is in range of the prop could cause serious damage to it. Definitely not a safe operation. I, and probably others, like to assign this function to a particular switch on my transmitter. When I am ready to fly I just switch it on. The problem for me, because I often have flaps and retracts and also like to sometimes change a control rate for a certain flight control like having the ailerons on high for aerobatics and low for a smoother landing approach. The problem that I have been having is that no matter which switch I choose to use

for the throttle cut, I sometimes bump the switch by accident and suddenly I have a “dead stick” situation and a heavy airplane can lose altitude pretty fast. If you are not right over the runway it could be a crash if you are not quick enough to reset the switch. What I have done then is to attack the switch that has given me the most trouble since it has long stalk and is easily bumped. Since the switch sits in kind of a pocket at the back corner of the transmitter I cut the stalk down to about 1/4” long so that it would be very hard to bump and only takes a little more effort to move the switch on the ground at the conclusion of the flight. I’ll lose a lot less airplanes this way.

Have a safe flight,
Jim, the Safety Officer





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.