



BEND AERO MODELERS

February-March 2022

FLIGHT REPORT

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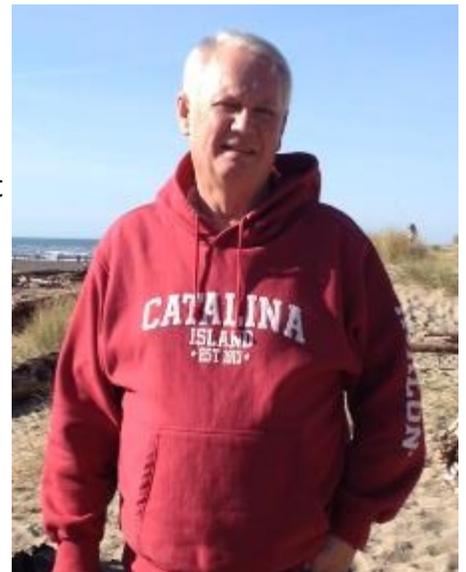
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A New Page to My RC Flight Adventure

Last fall, a friend of the family met with me and mentioned that he had heard that I was involved with RC aircraft. Come to find out, he had been heavily involved in the same hobby for many years and had built many aircraft from scratch. Most of his creations never took to the air, but he kept them primarily for display purposes. We went around to the trunk of his car, and he showed me 5 aircraft that he had

never had a chance to build and was wondering if I would be interested in taking them on. Well, I hadn't been around building models from scratch for quite some time, but I must admit that I got the old bug back that hadn't bit me for many decades, and I picked one out that looked like it would be fun. My brother Joe agreed to give me some pointers, and that was the beginning of an adventure.

We started working on the model last November in my garage (unheated), and have been moving forward, although slowly as I my available time is in short supply due to still being employed (I am working while I write this). Unlike the many plastic kits that I built in my early years; this has taken me to another realm of aircraft construction. So far, we have managed to



See President's Column, p. 2

NEW SAFETY OFFICER:

As President, I pass on our regrets as we say farewell to our long time Safety Officer, Jim Stuart, with his move to Florence. However, we are delighted to announce that Andy Niedzwiecke is now on board in the position, and will be providing our Safety columns. Already, Andy has picked up on an important need for BAM. We have had some aircraft catch on fire, and with drought multiplying each year, Andy is suggesting that the first pilot who unlocks the gate for the day should open the large orange toolbox in the clubhouse and get the fire extinguisher out and place it outside near the clubhouse door. To do this, open the small key lock box on the inside doorpost to gain access to the toolbox key containing the extinguisher. The combo for the key lock box is always the first three digits of the gate combo. Please remember the last person to leave should re-stow the extinguisher and lock the toolbox.



Also, Andy, being a patriot, reminds us that we are privileged to live in a great country and in addition to posting the fire extinguisher, we should also post our American flag in the holder on the Northeast corner of the clubhouse and the last person leaving the field should take down the flag and stow it in the clubhouse.

President's Column, Continued

build the horizontal stabilizer and elevator, both ailerons, and have almost completed the main upper wing. Oh, I forgot to mention, the plane that we are building is P-6E, Curtiss Hawk biplane. The kit is a 1984 Royal products kit



originally located in Denver, Colorado. The main wing measures 61 ¼ inches long. We have decided to go electric with this model. It has been a great distraction for me and learning how to use the new (to me) glues and working with a die cut kit has been very interesting. Still occasionally get the fingers stuck together, but am figuring out how to avoid that malady, mostly. The one thing that I have come to realize is that building one from scratch really encourages patience, but more than that, it is realizing that be able to create something from scratch makes one appreciate what it took to build the full-scale version. In a sense, building something this complicated and getting something that makes one smile with each accomplishment is something that has become very beneficial in more ways than I had anticipated. More to come on this adventure. CAVU to you all.

Jack Newman, President

. . . . Pictures on Next Page

Jack's P6-E Curtiss Hawk Build





The Safety Corner

Jim Stuart
BAM Safety Officer



Just a short note about FOD, all that stuff that you might find on the runway when you want to fly. A lot of us now are flying EDF airplanes. The front end of a jet, the fan intake, acts like a vacuum cleaner as the airplane moves down the runway and a piece of FOD can really eat up the fan and even cause the loss of an airplane.

I think that the flyers of BAM are good about keeping our runway clean but maybe not everyone thinks about it every time they come out to fly. A good procedure to do, if you are the first one out on a flying day, before you do the preflight inspection of your airplane, is just to take a quick walk down the runway and see how it looks. You'll feel better for it and maybe it might prevent the loss of an airplane someday.

Have a safe flying day

Jim, the Safety Officer

Editor's Note: This marks Jim's final input to The Safety Corner, since when he returns from Arizona, he will be moving to Florence, over on the coast. I regret his departure, but I am so thankful for the many essential inputs he has so willingly made to the Flight Report over these many months. Thank you Jim. You'll be missed. That being said, however, here is another of Jim's helpful inputs, and another follows on Page 7.

Here's an easy to make airplane stand from PVC pipe for about \$12 . (10 Minute Build)

- 10' length Of 1/2" PVC pipe.
- (1) length of 1/2" foam pipe insulation.
- (2) 1/2" Crossflow Fittings. 
- (4) 1/2" Elbow Fittings.
- (4) 1/2" Pipe Caps.

Cut the 10' PVC pipe into pieces: (4) 7", (4) 10", (2) 25"

Assemble as shown in the picture. I didn't glue any of the parts. They fit very tightly and the stand can be easily broken down into pieces to save space.



Jim

Editor's note: Before going to the hardware store, I did a little math.. I knew I'd have to cut it down to fit in my car, and I wanted to see if I should just cut it into two 5' pieces. Instead, to make sure you have enough for all the parts, cut it into two pieces, one at 78", leaving the other at 42". That way, 10' Long = 120"; Cut (2) at 25" = 50". Cut (4) at 7" = 28". Therefore, 50" + 28" = 78" Leaving: 42" for the (4) 10" pcs. This way you'll have enough material and of course, you can always shorten the 25" dimension to any length you want, or you'll have enough to make them 26".

NOSTALGIA AGAIN AND AGAIN!

From Jim Young's Archives

**Okay, this will separate the Old Guard from the "Johnny Come Latelies" like your editor!
Who can tell me the subject of these pix and the year they were taken?**



**The answer is on page 7. Didn't
look like the weather was too
favorable that day . . .**

Another Memorable Day at Popp's



Through mystical powers of being able to overcome this plane's lust for Juniper and his skillful landing prowess and clairvoyant advance procurement of replacement parts, our VP Bill was able to get his Havoc back in the air in about a day or so!



Andy actively demonstrating his aircraft restraining expertise while basking in the propwash as Darrell prepares to launch his Extra 330C.

Tim Peterson's strikingly cool EFlite EC 1500 echoes several full-scale civil and military transport aircraft.



Darn it! The July Flight Report featured Tom Trouble Schramm triumphantly displaying his (beautiful is far too lowly a word) Proctor and his dashing little Lazy Bee. The Bee tried to prove its fledgling wings, but alas, you can almost sense the



gossamer wings fluttering weakly as the last whimper of consciousness flows from its brief little life.



Bill plays advisor as Andy graces the skies with his beloved Habu.

Shades of Iwo Jima? Bill, Andy and Tom hoist a greatly needed new windsock.



Fear not, O ye of little faith, it's still gloriously airborne, heading for a beautiful landing . . . Note the shadow

A Note From Past President Joe Newman:

There are pluses and minuses of having late spring weather during the month of February. For those who are skiers or prefer other outdoor winter activities, too much warm and dry weather can be a problem. Also, the lack of snowpack can create major issues later in the year for the entire central Oregon area. On the plus side, warm clear days with little wind make perfect conditions for flying RC planes!

Tuesday, February 8 was just such a day. With high temperature in the low sixties, a clear sky and wind less than 5 mph I decided to go flying at Popp's field. Not surprisingly, I showed up just after 10 am to be greeted by a few BAM members who had already arrived, unlocked the gate and set up ready to begin flying. As the morning proceeded and the temperature began to climb, all of us recorded a few flights each interspersed with fun discussions revolving around prior day flights (and crashes!) and building and repair tips learned from experience. The most popular topic was flight preparations for the new pylon racing T-28 which was proving to be somewhat challenging to achieve stable flight without mishap. (See various group emails regarding suggestions from members during late January and February)

Just before noon, Dennis McMahon arrived with a couple of small airplanes including his pylon racing T-28 and a miniature Turbo Timber. The T-28 suffered from some of the same issues others suffer from (including yours truly) such as unstable flight resulting from yet to be determined issues but fortunately the resulting crash did little damage. On the other hand, his small E-flite Turbo Timber flew flawlessly, impressing all present with how acrobatic the plane could be while still showing rock solid stability resulting from a combination of AS3-X and Dennis's skills a pilot.

Dennis brought another surprise with him from the BAM executive committee. The committee approved a small expenditure for a Bushnell Speed gun which Dennis had ordered. After unwrapping the gun and installing the batteries, we immediately put the gun to work recording flight speeds for the Turbo Timber (41 MPH) with landing speed of almost zero (nice landings Dennis!) Steve Younger was flying his Fun Cub and it reached speed of 51 MPH in level flight. We found using the speed gun to be most effective with the plane flying toward the gun at an altitude of 10-50 feet close to the center line of the runway. This isn't too difficult for many planes but when you add speed it gets a little more challenging. I tried to record a speed using my EFXtra but had difficulty keeping the plane low enough and close enough to allow capture. Finally, after several attempts, I recorded a 76 MPH speed, then landed the plane with only 10% battery remaining. I am looking forward to speed trials again hopefully getting a higher number when the battery is fresh and I will switch from the 3 cell I was using to a 4 cell; should be fun! The fastest time of the day by far (not surprisingly!) was by Bill Broich and his HAVOC 80 mm ducted fan jet. Yes, this is the same one he 'landed' in the Juniper tree near the west end of the runway that he shared pictures of recently. After receiving replacement parts and making some fixes, he was out flying it (and his F-16 and P-38). If you haven't had the chance to see him fly this bullet you need to see it to believe it! Bottom line, Bill made several passes with the fastest at 105 MPH! Looks like we might want to add a new speed competition in our next fun fly!!

Hope to see you out flying soon!

Joe Newman

Here's an Instructional Email question with replies from Waldemar and Jim Stuart that your editor found interesting. You are welcome to send any other thoughts you have to your editor to share with others.

Question: I am acquiring a twin engine propeller plane that recommends either 2 batteries 4S 3000 mAh, or one 4S 5000 mAh. I am thinking the one battery makes charging, etc. easier, but is there an advantage to having two batteries that makes it a better choice.

From Waldemar:

Personally, I would only go with two smaller batteries if you have multiple airplanes that already use the smaller batteries and the one larger battery would be only needed for the one plane.

In essence, it's a question about spending more money or leveraging the batteries you already have. If the extra money is not an issue, a single larger battery has more advantages over two separate smaller batteries.

Just my two cents,

Waldemar

From Jim: I have an ARF twin motor airplane that was configured for two batteries so that is what I used. I already had the batteries. What I have found, though, is that one battery runs its ESC with its BEC, the receiver and servos, and a motor. The other battery just runs its ESC and motor. Because of this I usually swap the batteries after each flight on the same set of batteries. It's not a huge difference in battery volts, though. Of bigger concern is that if one battery failed or just went to a significantly lower voltage you get into a engine out situation for the twin. To get around this, because I have the batteries, I made up a wiring harness that parallels the two batteries and then sends the paralleled voltage to their respective loads.

As you can see, it's a lot easier, and safer, to just use one battery and split the output to the two sides.

Jim

NOSTALGIA, Continued

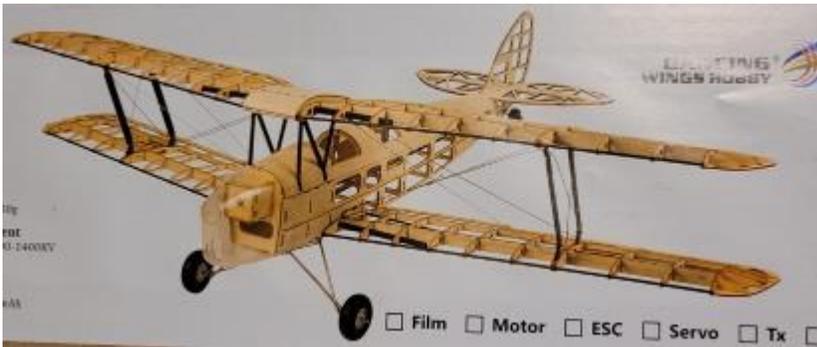


This took place a whopping 17 years ago. Anyone have any memories of it, or if we made \$?

BUILDERDASH!

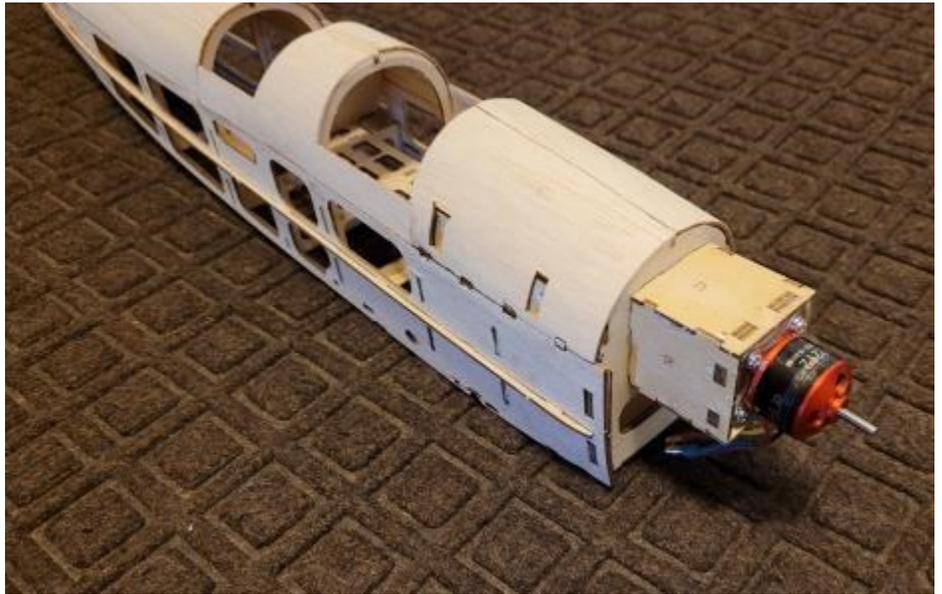
Balderdash [bawl-der-dash] senseless, stupid, or exaggerated talk or writing; nonsense.
Builderdash [bill-der-dash] senseless, stupid, or exaggerated assembling of model aircraft; nonsense.

Your editor is checking out another of the Dancing Wings models, trying to make a box of sticks begin to look something like an airplane. This one is their 980mm Tigermoth. Again, the pictorial directions make assembling these models pretty straightforward. Also, I found a helpful YouTube showing a dad and his son putting it together. <https://www.youtube.com/watch?v=T9LLwW7Xt-U>
Again, it looks like they put out a good kit.



Getting Started on the Build

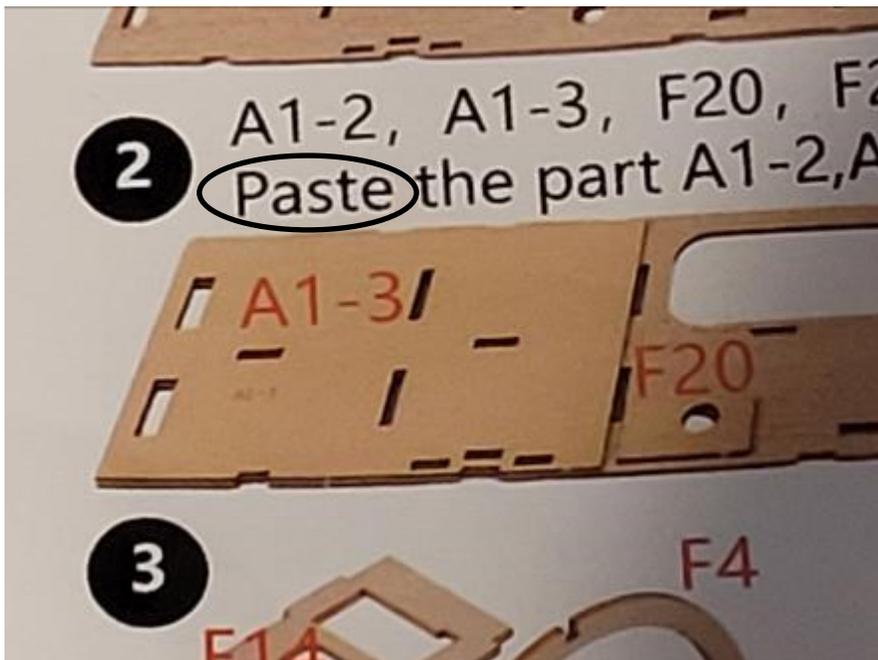
One of the great things about this hobby is that, although we can't fly every day, we can still build. I'm having fun and learning about proper assembly techniques, glues, etc. It's amazing to see a plane begin to appear as you join Part A to Part B. When I first started this build, I thought, boy, this will be cool, with all its ribs and pieces, to just be an uncovered display model, or to cover it with clear material.



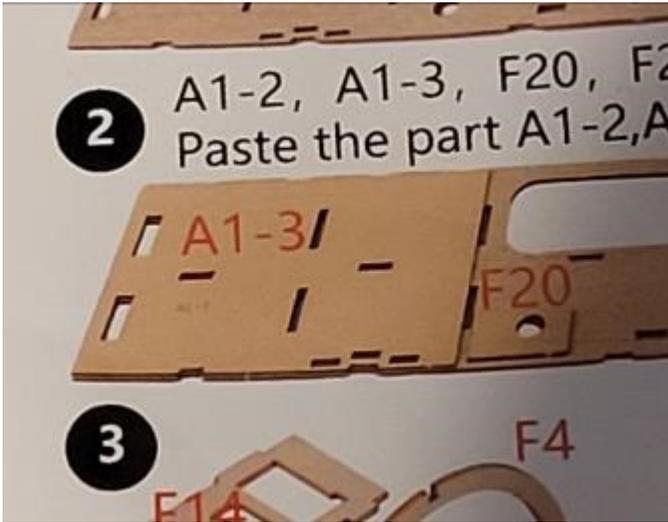
However, once I recovered from a couple of screw ups, I figured this baby won't look like Tom Schramm built it; might as well fly the thing, so that's my plan.



Above I mentioned learning as I go. It's really quite straightforward, standard built up parts to keep it light, a nostalgic touch, in a way, plus a bit different terminology, like "paste."



Backing up to that "Paste" picture, I'll share something I learned that led me to believe I wouldn't be turning out a museum piece. This plywood doubler A1-3 is "pasted" to the front portion of each balsa fuselage side. I applied some good ol' Titebond to join the accurately-cut doublers on each side of the fuselage, and after ensuring they were just perfect, I laid some weight on them to make sure everything was good to go.



After letting it all dry overnight, I was less than delighted to see that the doublers had shifted overnight. They had basically floated apart, trashing the necessary alignment of the slots in the picture.



If I had it to do over again, I'd probably consider a different adhesive, but I would also head on down to Harbor Freight.

(Have you seen their enormous new store on S. 3rd St.? Entry is now on the north side.) For \$1.39 for 6, you can own these spring clamps which will hold things together. I know many of you already have scads of these, but, like they say, "I'm just sayin'."



I'm impressed with the hardware Dancing Wings includes with the Tiger Moth.