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BEND AERO MODELERS

May 2022

FLIGHT REPORT

Notes From Your President

To all,

I am happy to say that most likely, there was a run on getting to the Motrin bottle today by some of your club members. As you may know, Dave Reiss scheduled a work party today in which we were to prepare some new handicap pads at several locations at our field. We had an excellent turnout, with 8 members in attendance. Assuming the responsibility of project manager and heavy equipment operator, Dave had all necessary materials and equipment ready for us when we arrived. By 9AM all 4 pad locations had been excavated, and were ready for the building of the concrete forms. All members, including Dave Reiss, Steve Younger, Terry McDaniel, Dennis DeLapp, Bill Broich, Charles Bates, Dennis McMahon, and I split into several teams. Dave had previously scripted the design layout for the pads which made it relatively easy to commence the forming-up of the pad locations. Several hours later, and with great participation by all in attendance, the work had been completed. Miracle upon miracle, and with several thunder cells circling the field, we departed the field somewhat wind burned, but **dry**. As your president, I am very gratified and encouraged to see this kind of turnout, with everyone pulling his share of the



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load. Much thanks to Dave for doing such an excellent job of planning and coordinating this effort. The concrete pour is scheduled for this coming Wednesday, May 11. Please do turn out for this event. Additionally, during break time, we had a chance to break-in the new chairs that Charles has so graciously purchased for the club. It was fun to sit and not worry about getting dumped on the ground by a collapsing chair, or getting pinched severely on one's posterior. Thank you all!!

On another note, the work on my biplane has slowed to a crawl. My job responsibilities (10 – 12-hour days) have left me pretty tired in the evenings, and I have had to work on some weekends as well. I have started constructing the vertical stabilizer and elevator which has proceeded fairly well. Spent some time getting the balsa putty to the right consistency, and then with the follow-up sanding, both wings are looking pretty good. I did purchase one of the hazardous materials' commercial masks, and with several levels of filtration, has made using the balsa glue and sanding much less hazardous to my respiratory system. I am looking now on how to get both wings balanced, and I will readily accept any advice on how that should go.

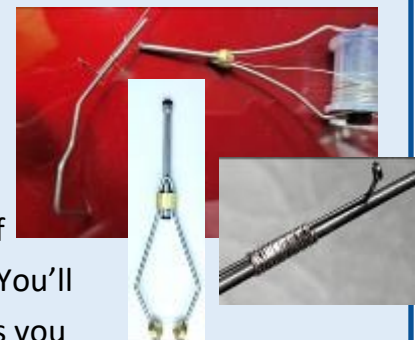
And finally, I really regret what we heard at our last club meeting—Tom Schramm, humorously bearing the moniker “Trouble” told us he and his lovely wife Dianna are moving to Eagle, Idaho. They'll live in their new Arctic Fox trailer in Caldwell while their home is being built 20 miles away in Eagle. He has been such a key player in so many club activities throughout his 17 years of membership. It won't be the same club without him--we will really miss him, fortunately however, he is going to maintain his membership in BAM. He's just an all-around great guy, a wealth of knowledge and the most excellent model builder I've ever known. Please be sure to thank him for his wonderful contributions to Bend Aero Modelers!

That's all for now.

CAVU to you all, Jack

An Unrelated “For What It's Worth” Space-Filler From Your Editor:

In addition to trying to learn to be a builder of models, I am also a fly-tyer and am passing along a tip from that arena. Building landing gear, etc., we often need to solder wires together. To aid in this, help out a local fly shop and pick up a fly-tyer's bobbin, a device we use to hold and dispense thread as we wrap it around the hook, as well as a spool of very thin wire you'll insert between the bobbin's two bearing surfaces. You'll find it helps immensely as you clamp, tape, or hold the wires together as you tightly wrap the wire in preparation for soldering.





Time To Fly!

By Andy Niedzwiecke, BAM Safety Officer

Well it's time to head to the field and with the weather improving we are seeing more people show up to enjoy our field.....even new members and students. That being said I thought it appropriate to review some of the courtesies (often referred to as field operations) that we follow to insure a safe and a pleasant visit to the field.

When you get to the field, please be sure that you have done (at home) everything you can to ensure that your plane is airworthy and all controls are operating as they should.

Please park your planes either behind the edge of the covered areas or outside of the taxiway. This will ensure that when pilots are taxing their planes they will not run into "road blocks" and the possibility of a collision with a parked plane will be reduced.

If you must do work on your plane in the pits, please remove the propeller so you won't accidentally amputate one of your fingers.

When you have taxied out to the runway be sure to call out "coming out" so other pilots are aware of your intentions and that the runway is active.

When you take off please call out "taking off right to left or left to right" so your take off intentions are known.

When you are going to land please call out "landing right to left or left to right" so your landing intentions are known.

If you are going to do a touch and go just call out "touch and go"

If you are going to do a low, speed pass call out "low pass"

That pretty much does it. I know a lot of you know these things but we are seeing more inexperienced pilots or new pilots at our field and these are just examples/reminders of what we like to see at our field.

Until next time, Cheers and have a lot of fun!

Sometime After Our “Last Landing . . .”

By Dennis McMahon

My wife and I recently made some changes to our estate planning documents, during which I gave some thought to how to handle my RC inventory, with no heirs who are interested in the hobby. It's easy to chunk a pretty valuable \$um into our beloved collections. I brought it up at April's meeting, and there were no easy answers. At first blush, it seems like the obvious thing to do would be to donate it all to the club. But, who, in the club, is going to do what with them? Tom Rainwater has had some experience with this, but even in a large metropolitan area, it was a difficult chore. Then you get into the questions of sturdily packing them, the logistics and cost of shipping them, and all of a sudden it morphs into a full-time hassle.

So the group asked me to check with AMA to see if they have some hints. I called and left a message for the AMA Museum Director, Michael Smith. I thanked him for how promptly he emailed me back the following:

Good afternoon and thanks for calling regarding your club and what to do with modelers collections when they pass, and sadly, no one in the family is interested.

At present, AMA HQ does not have a program regarding this eventuality and all too often occurrence. The AMA Foundation did have a resale program several years ago, but the logistics did not prove to be feasible.

When we in the museum receive these calls there are things we suggest:

First, a modeler needs to make an inventory of what they have and make sure their friends/family have a copy or know where the copy is kept!

This inventory should include airplanes, engines tucked away in random boxes, kits, RC gear, magazines and books, etc. and where each item is located (in the basement on this shelf, in this drawer, etc.) While very time consuming, your family and friends will be most grateful. You might also find things that you forgot you had, or find things you no longer need or use, and can give to friends or sell yourself now.



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If desired, a modeler can also place a rough \$ amount next to each item; could help family with resell. The modeler needs to be realistic though with these prices, as we know other modelers are always looking for things on the cheap so don't put \$500 on something when you know any other modeler will offer \$100 at best. Don't put your family members into that kind of situation, as again they don't know what you have or what it's worth.

Keep the inventory updated both in terms of what you have, but also where it's located. Again time consuming but so very beneficial.

Inventory can be a club or friend project for the winter – having several people who know what they are looking at can make things go faster!! General information about our donation process is located here:

<https://www.modelaircraft.org/museum/donate/museum-donation-guide>

This inventory can also be sent to us here in the museum if a person is interested in donating, and we can compare it against the museum's collection.

For items such as RC equipment, kits, and engines, museum staff can determine what we would like to acquire.

For books and magazines, museum staff can determine what we need. For magazines we request magazine title and timeframe of the collection, such as Model Airplane News 1955 to 1998. We have almost every issue, so we can compare the title to our collection and determine what specific issues we would need. For books we need the book title and author.

For aircraft and prepared displays, these are run through the museum's acquisition committee. They meet quarterly and review these types of offers, compare them against our collection, and vote whether to accept. To review an item, the committee requests submitters to:

1. Complete an artifact submission form for each airplane. This can be filled out online:

<https://docs.google.com/forms/d/e/1FAIpQLSd7ZYUp8YGTWYHVcfxdZnhu8Zx1VWKRhawBIBvYXoFOwd3TQ/viewform>

2. Send current photographs to the museum by mail or email:

museum@modelaircraft.org

Select a friend or family member you can walk through the inventory and show them where items are located. If a family member, sadly make sure they are interested enough to pay attention to what and where things are located.

A modeler can select several friends that will receive the items in the collection, or the club can be contacted to hold a give-away or club swap meet of sorts, inviting other clubs in the area if desired. Again, if the modeler wishes this, they need to note this with the inventory. Make their family/friends aware of this and Include those modelers' names and contact information with the inventory.

Local or regional swap meets are options, but here, logistics come into play both in terms of getting sales tables, transporting items, pricing items (this is where a modeler placing rough prices on items can be helpful, especially to uninterested family members) and standing behind the table during the entire swap meet. If the family really doesn't care, they are certainly not going to do this.

Online sales such as *RC Groups* classifieds and *RC Universe Market Place* can be options but again dealing with logistics: writing the ad, determining price, arranging shipping or pick-up, etc.

Sadly, we get these calls once a month or more. The really sad ones are where we get a call on Wednesday that the family is about to put a dumpster on one side of the house and a moving truck on the other and anything we want we need to come get, as they have to be out of the house that weekend. We know that the furniture etc. is going in the truck, and all of dad's or grandfathers "stuff" that no one really knows anything about that is in the basement/shed/garage is going in the dumpster.

Generally, the best bet usually turns out to be local clubs. It is easier to get everything to local clubs during club meetings or to local flying fields.

Hope that helps,

Michael Smith, National Model Aviation Museum Director **michaels@modelaircraft.org**

5151 E. Memorial Dr. , Muncie IN 47302 (765) 287-1256 ext. 500

<http://www.modelaircraft.org/museum>

BUILDERDASH !

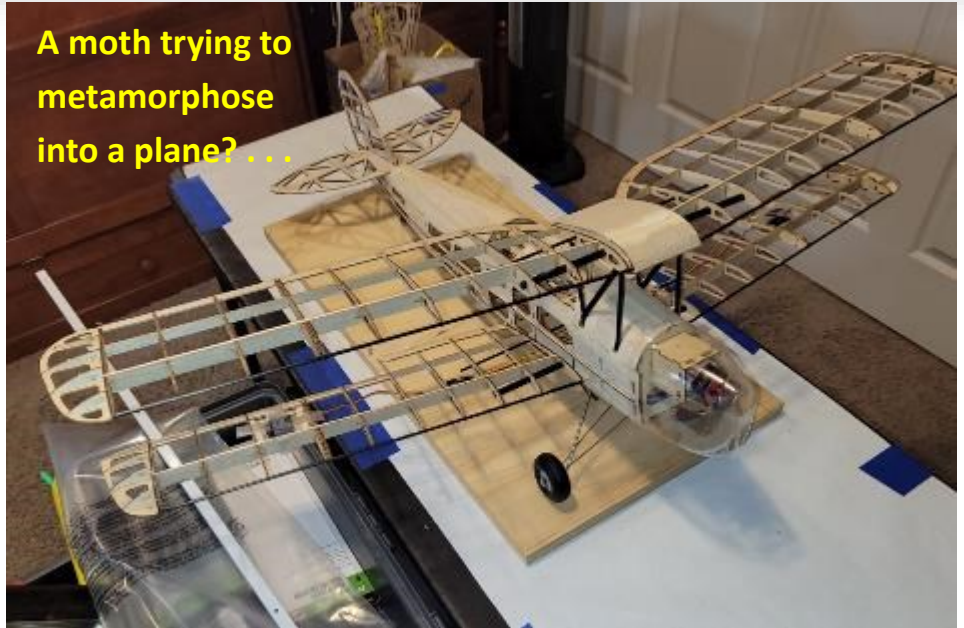
Balderdash [bawl-der-dash] senseless, stupid, or exaggerated talk or writing; nonsense.

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

More on (Or Moron)

Previously, I've mentioned the kit's nicely laser-cut parts, but as with so many products from the land of the Red Dragon, there are some bumps in the road. The kit is quite complete, however, they've apparently changed the plane's design over time, without modifying the instructions, so they bear some scrutiny. The sequence of assembly of some of the parts is not clear. I missed the installation of a thin ply doubler in the floor in the front of the fuselage, so I had to trim it a little and pop it in at an angle while gluing it into place and scrunching some clamps

A moth trying to metamorphose into a plane? . . .



Pushrods were not squarely bent.

small wood screws. Didn't seem like this system would survive the maiden, so I glued some lightweight 3/16" thick x 5/8" wide pine doublers inside. And, I found a couple parts from a prior iteration of the design but are no longer used. At least their pictorial directions are far superior to straight text.



I had to make some corrective modifications.

For example, in the picture at the left, you can see 3 small holes in the rudder where the control horn would be. But, as the picture shows, the pushrod exits the fuselage about an inch below the pre-drilled holes. To solve this, I beefed up the lower portion of the elevator with some scrap balsa to provide the proper mounting location for the control horn.



The mounts for the aileron servos were virtually non-existent, so I built each of them a floor of 1/32" ply with a slit for travel of the horn. I filed down the aft servo mounting ears to make them clear the covering material. I had to install all the electronics and controls before beginning to cover the model. Now that the bird is essentially assembled, I'm experiencing the horrors of learning how to apply the yellow Coverite material. Again, it's certainly not going to look like Tom "Trouble" Schramm did the job, but I'm having fun figuring it out!

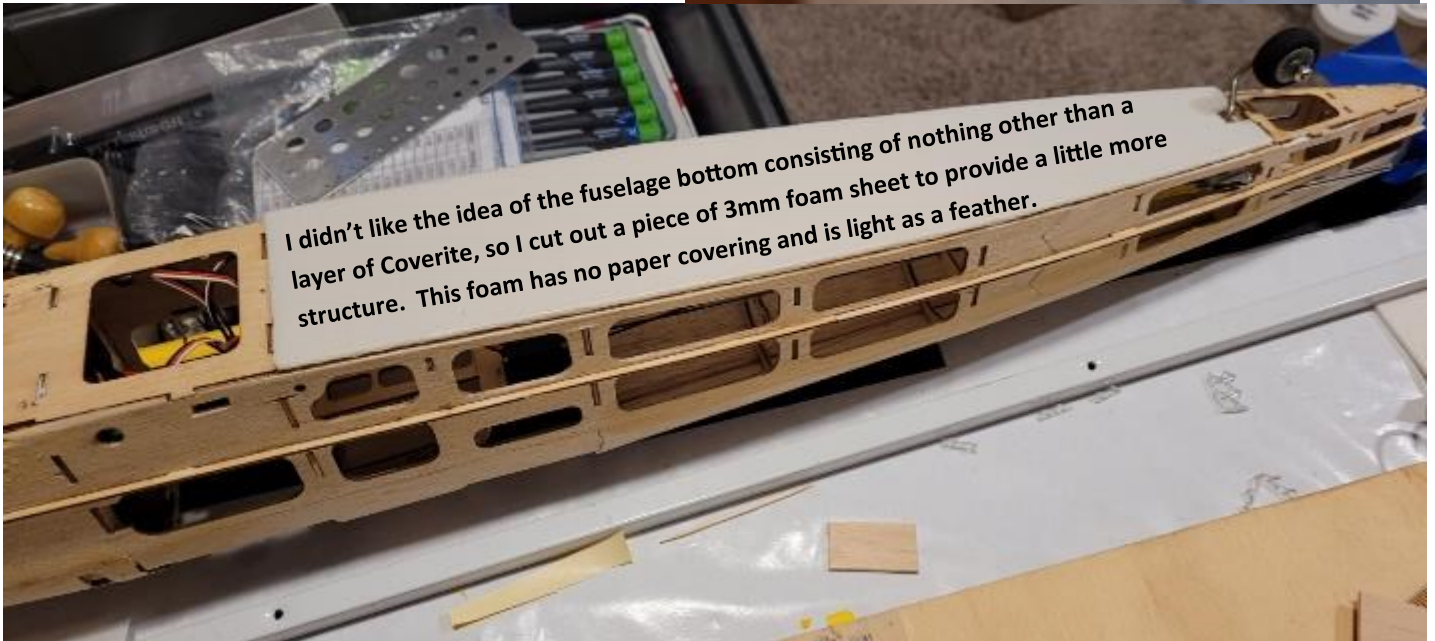




The stock tailwheel, as depicted on the plans, although rotating, really looked flimsy to me. So, knowing full well the tradeoff of adding more weight to a plane already saddled with a long tail moment, I beefed up one of the formers and installed a sturdier assembly, adding a second pushrod to the rudder servo horn.

The kit comes with small, paper-like hinges that could

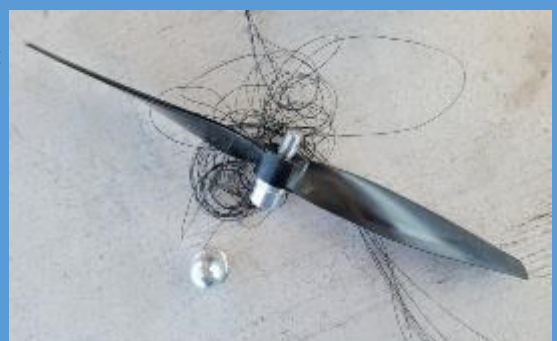
possibly be inserted into a knife cut in the balsa, but with a thickness of only $1/8"$, I elected not to sign up for such a tedious chore that would only end up with unusable pieces. So, I've decided to just go with good old hinge tape. It's OK, but it lacks the shiny surface of Coverite, so I may try to apply some type of glossy finish over it. *(Note—if you do use hinge tape, I've found it's very important to keep it in a plastic bag when not in use. It will tend to collect little pieces of fuzz and who knows what else on the edge of the roll. These little nothings will then show up on the applied edges of the tape*



I didn't like the idea of the fuselage bottom consisting of nothing other than a layer of Coverite, so I cut out a piece of 3mm foam sheet to provide a little more structure. This foam has no paper covering and is light as a feather.

A few days ago I was taxiing my T-28 (Man, I love that plane; I don't know why I even bother to own other planes) after some pretty nice landings. I swung out onto the fabric to turn around and suddenly, it toppled over on its nose and wingtip. I found that loose threads from one of the fabric's seams had been blown onto in the wind and wrapped around my prop. They are really tough! I took out my trusty Swiss Army Knife and cut off all of them I could see. So, if you experience a sudden unex-

plained nose over on the fabric, this could explain it. Do not try to pull the fibers; cut them instead. We may need to melt some of the ragged ends of the seams if this continues to be a problem.



Thanks to Jim Young for these pictures from 2013



What a Great Gathering!

Pylon Race Preps



Steve after a rather "firm" landing



Jim's "Tarheel Hal" P-47



And, his shiny Mustang



And, as always, Chris Rankin's impressive turbine