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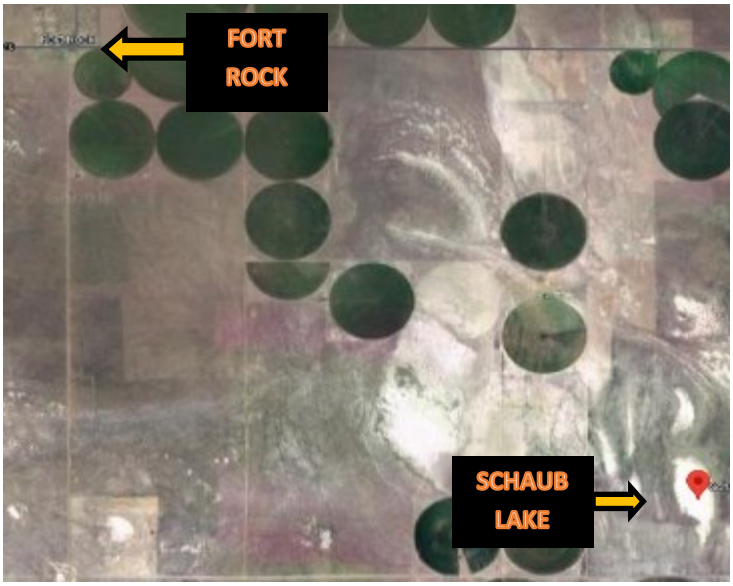
The Monthly Presidents' Message

i want to thank all of you who participated in the scheduled glider event on Saturday, August 20th. I especially want to thank Dennis McMahon for his excellent planning and coordination of this activity. As usual, we had what I consider to be the cream of the crop in glider pilots, and their expertise was greatly demonstrated during the limbo competition, where it took several passes through the course for a first-place winner to be decided.

On another note, and on behalf of our club, I want to thank all of you who participated in the fundraising effort for the building of a new covered work area at the field. Many of you have come forward with some excellent items to raffle, and many have stepped up and are bidding in a spirited fashion to quickly get the funds necessary for the construction of this new shelter. Thank you one and all for a total of $2,825!!

Continued on P. 2

Our next club event will be the fun-fly at Schaub Lake, August 24. The estimated driving distance is 75 miles from Bend. We usually meet at Gordy's Restaurant South of La Pine, for a 7AM breakfast. For those of you who plan on attending and have not been there before, I highly recommend caravanning from there. The trip includes heading South on highway 97, and at then East on highway 31 to Fort Rock Road. Turn left on Fort Rock Road and continue until you get to Connelly Ln where you make a right turn. The entrance to the lake will be down this road on your right. It is little more than a rutted dirt road and is easy to miss. The lake is a great place to fly from with little or no space restriction at the surface or in the air. Some will come in Friday night for camping (dry camp), and be sure to bring some lunch and items to drink. I will tell you that the lake surface is generally covered with a thin talcum powder like material, which tends to get into everything. Keep this in mind when you determine which planes to bring. Hope to see you all there!!



And, when you get a chance, thank the following heroes of our RAFFLAUCTION:

Item	Donor	Winner	Amount
T-28	Niedewiecz	Benavente	$250.00
Heat Sensor	Niedewiecz	Lawler	$20.00
Tucan	McMahon	Rainwater	$150.00
Firefly Cam	McMahon	Broich	$20.00
2 Planes	Lancaster	Lawler	$100.00
Pushrods	Broich	Lawler	$85.00
Revolver +	McNutt	Benavente	$300.00
Draco	Shaker	Chappelle	$800.00
Batts/Chgr	Shaker	Wood	$250.0
Benchtopper	Shrum	McMahon	$10.00

Item	Donor	Winner	Amount
DX-8	McDaniel	Wood	$175.00
F4-F	Stuart	McMahon	$150.00
			$2,310.00

Plus, there were individual donations by:

W. Frank, Schramm, McMahon, Peterson, Bates, Lawler

Total	$515.00
GRAND TOTAL	$2825.00

CONGRATULATIONS !

Safe Habits Are Growing

By Andy Niedzwiecke, BAM Safety Officer

It seems that the majority of the members that routinely fly at Popp's Field have begun to establish and practice good safety habits. Pilots are keeping clear of the taxi-ways both when taxi-ing and when flying by stepping in back of the safety fence. Also, a growing number pilots are routinely calling out which direction they are taking off and landing. Just remember, volume of the callouts is a good thing. No real safety incidents have been observed at the field and that is a good thing so no real safety issues are included in this month's column.

A fresh set of field safety guidelines is in work and probably will be included in next month's newsletter. Good going all!!!

Until next month,

Andy

One side note, however, and that is the importance of being careful with our good old CA adhesive. It's not a bad idea to wear surgical gloves while using it, and be sure to have some CA Debonder right near any area where you're applying it.

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.*

AS WALDEMAR MIGHT SAY: "NACHTFLUG", or NIGHT FLIGHT

I put together a Flite Test Simple Stick to use as a Night Flyer. The idea was that the LEDs could be mounted inside the wings and fuselage, so I built the lights into the plane. As it turned out, the lights were just not bright enough to provide the amount of illumination we learned we needed during last year's Night Flight.

So, I dragged out a plane I didn't like too well and added a bunch of lights. The plane was called a Hawk Sky, a pusher configuration that always flew sort of weakly. Duh, I put in a lot of time and a put on a lot of lights; the poor thing ended up too heavy to fly, so I took it to the recent Night Flight and set it on top of my car and left the lights on the whole time for a static display. This picture is a clip from a video, showing some of its multicolored lights illuminated that alternated throughout their employment. I had rigged up a power system consisting of 6V batteries about an inch long, used in those dog collars that zap Fido when he gets too close to the electronic fence. They'll last far longer than any of our LIPo batteries; I may develop the idea a little more fully with a stronger plane for next year. NOTE: James was the only real participant flying in the event. Let's consider whether we want to attempt it next year. He flew wonderfully, as usual, although one of his planes had mostly white lights on it, which make its orientation difficult. In one death-defying dive, he pulled out a real crowd pleaser with it, recovering cleanly, to which he stated it was actually out of control for a short time; a word to the wise—contrasting colors are virtually mandatory! See James' video:

https://www.youtube.com/watch?v=-MvXsYuvetU

Unfortunately, he burned up the first 4 minutes with me cautiously flying my old standby UMX Turbo Timber. It has marker lights but isn't anywhere close to a night flyer, and it was hard enough with my vision to keep it in a racetrack pattern with no loops or rolls, but it's always a dependable little friend.

Fighting the Crosswind

When I maidened the Simple Stick mentioned above, its vertical stabilizer and rudder presented a fairly large cross section that liked to succumb to the usual crosswind at Popp's, so I wanted to have a steerable tailwheel. I rigged up a part from an Apprentice nosewheel assembly, I think it was, configuring it crosswise in the tail section and filled in with balsa. Then I soldered a 90 degree angled wire to the rudder pushrod and installed a wheel collar on the bottom to hold it together.

BUILDERDASH (Cont.)

Having received no input from those of you who really know what they're doing with the building facet of the hobby, I'll insert some filler of my own manufacture. But, especially in a month or so as we begin to see the flying season, please remember to send in your words and pics to share in YOUR Flight Report.

Okay, so I'll go out on a limb and throw out a few words on a plane I am building, mostly just for the experience of how to build something out of balsa. As several of you have seen in my office, I'm enveloped by lots of foam, but the idea of putting something together from a box of sticks holds an allure for me I just can't resist. My Dancing Wings Tiger Moth turned out looking like an actual airplane (haven't had the guts to see if it can do one of the other things do, such as fly, but that will come in time.)

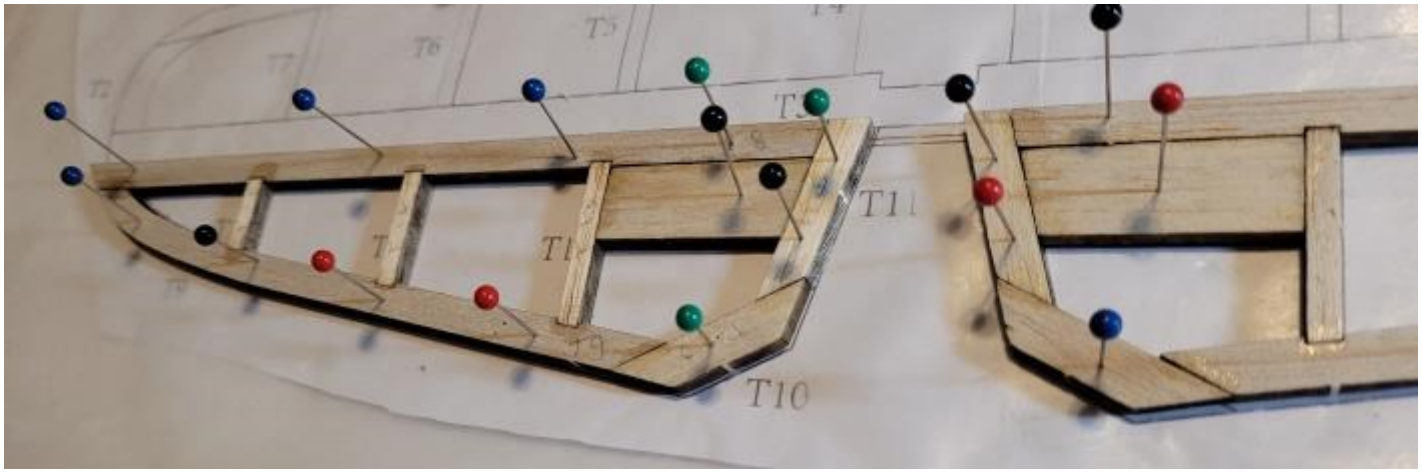
So lately I've turned my attention toward another Dancing Wings kit named the Sunbird V. 2.0. It's a motorized glider with a 63" wingspan. It looks a bit like a smaller version of one of the old Bird of Time. I'm going to install the motor from my deceased Conscendo. One thing I thought was that as a glider, I should be able to get the thing to fly. Of course, before that, I'll be giving it a trial toss over a grassy area to see how it glides.

As always with these DW kits, the instructions can leave you hanging. You have to pre-build and scope things out before you stick things together to avoid having to tear something apart or get out the Xacto knife and attack raw balsa to re-create something.

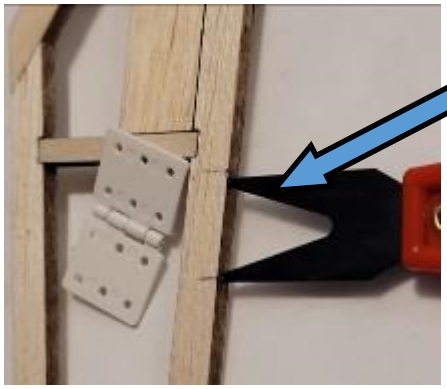
I didn't like the stock way they had the wing fastened, one screw at the rear of the wing and one balsa peg into a little bulkhead hole in the front, so I installed a thin plywood plate with 3 blind nuts and put thin plywood plates on top of the wing to accommodate the bolts. I had to have the servos already installed to ensure the bolts wouldn't impact them, but I feel a whole lot better about the strength of the mounting.

BUILDERDASH (Cont.)

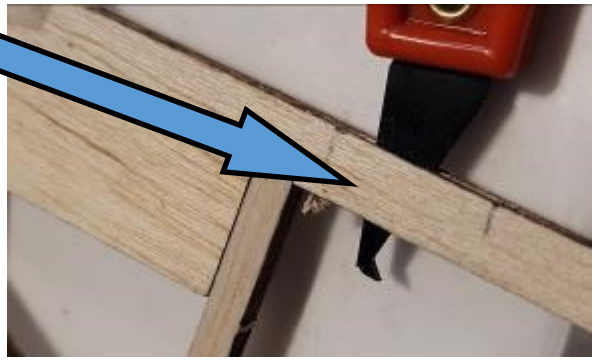
The construction is basically old school; you know, grab your pins and trap the balsa pieces on top of the pattern. I must say, the full size pattern drawings included were decent; I only saw one error when they misidentified one of the ribs as being on the other half of the wing. Here's a typical shot of how it goes together. I used CA for just about all of it; a nice improvement over the historic practice of coating each piece with Ambroid or Titebond and then waiting seemingly endless hours for it all to set up.



I also didn't like the wispy paper hinges they included, so I decided to use the familiar plastic ones with a pin in the middle. However, I was concerned about how I would be able to cut slots in the thin balsa components I had assembled, so I purchased a set of good ol' Dubro Hinge Cutters and they worked quite well. To most of you, this is quite basic, but again, in my quest to figure out how to build something, I was pleased with the tools.



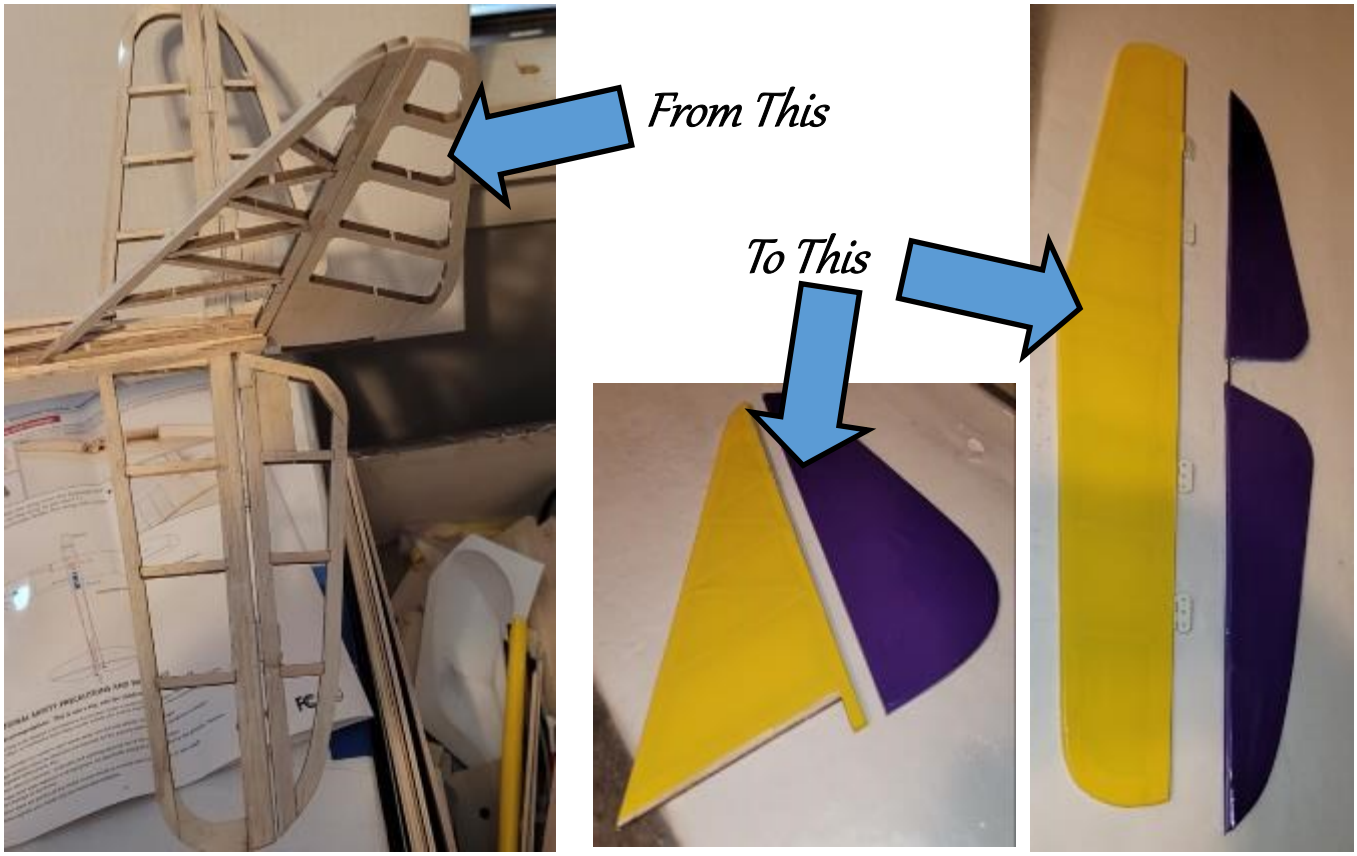
Simply mark both sides where you want to install and gently wiggle your way into the right location, keeping the tool parallel with the piece and then take the other tool and reach in a dig out the remaining material. They work just like I hoped they would. That relieved a little anxiety.



You have to be very careful on thin pieces, but taking your time, you're all set to carefully glue the hinges in place while avoiding getting adhesive on the moveable center pin.

BUILDERDASH (Cont.)

Once you have all the pieces assembled and have removed enough CA from your fingers to get them working again, you run into the final finish steps; generally some type of plastic shrink wrapping like Monokote, Coverite, etc. HORRORS!!! The trauma of covering! I knew I had to get something over all those nice balsa ribs, etc., to make it fly, but I also realized what I did would uphold my solemn pledge to ensure that anything I build could never be confused with the expert craftsmanship of Tom (Trouble) Schramm. And, I can proudly say, my covering of this Sunbird fit that pledge to a "T". Nevertheless, I had to just press on, and at least I can say that with the marginal covering I applied, it still should give the thing at least a chance to fly. It turned out not to be as traumatic as I feared, hitting the right temperature, etc. I know Andy told me he enjoys the covering phase. I can't say I'm anywhere close to that, but at least I don't approach it with unbridled fear anymore.

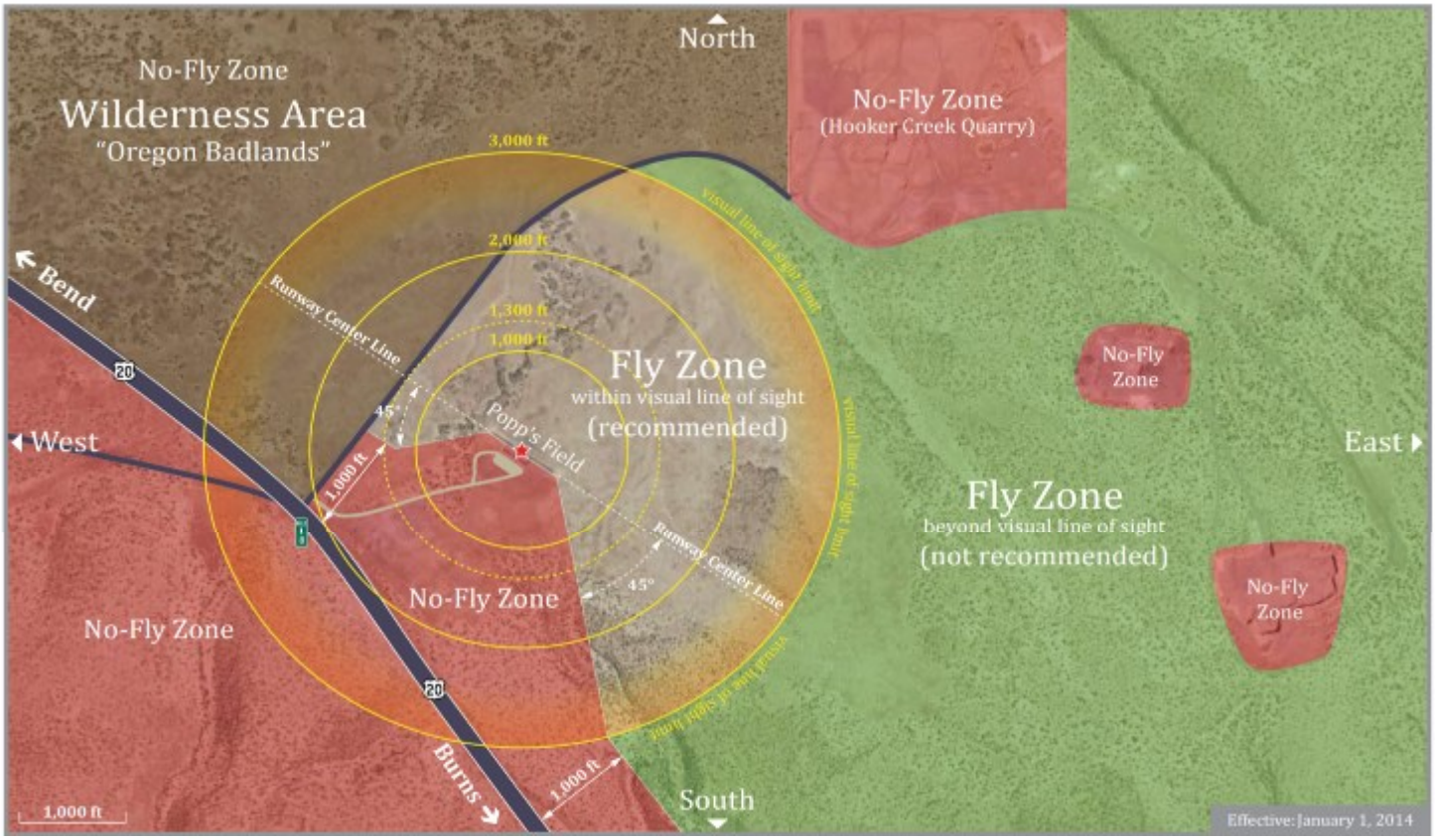


September 3rd, 2022 — An "Extra" Fateful Day

As I was leaving the field that day after Darrell's beautiful takeoff and several minutes of impressive flying, I took off in my car. I got just outside the parking lot and pulled over to let my dear wife know I was heading homeward. All of a sudden, I heard a

"WHUMP!"

I looked in the rear view mirror and saw a huge cloud of dust. A real heartbreaker; one of the reasons we did away with the Crash Trophy, after Chris Rankin's jet crash. Part of my Calypso went into the ground with that troublesome trophy. Another landing a bit too "firm" as my retired 737 pilot friend calls them. Makes us sick, Darrell — Our sincere condolences . . .



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