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# BEND AERO MODELERS

## January 2023 FLIGHT REPORT

*Editor's Note: I was originally planning on a combined Jan/Feb issue due to reduced Winter activity. However, due to members' numerous inputs, we'll have Jan and Feb 2023 issues.*

### The Monthly Presidents' Message

To All,

First let me extend my best wishes for all of you in the new year. Well, here we go again, another year to enjoy our sport and the camaraderie of fellow club members. I feel another exciting year is in the offing with more upgrades to our field as well as more exciting flying events. We had a fantastic fund-raising event/raffle near the end of last year which is going to enable us to make some improvements to our club flying location at Popp's field. These will include the addition of two more covered working areas, one at the East end of the field and one at the West. Over the last couple of years our club has grown to the point that on occasion, the infrastructure at the field is unable to handle the number of members who wish to fly at one time or another. This became very evident at several of our club events which were well attended. That will be the big project to work on once the weather cooperates, plus the usual field maintenance and cleanup that will need to be done. I would like all of you to start thinking about what events you would like to see the club do in the upcoming year. Last year we had several flying events that were well planned and participated in, and as always, the trip out to Schaub Lake was well attended. For you members who are just getting started in the sport or are returning after a hiatus from flying, we have several



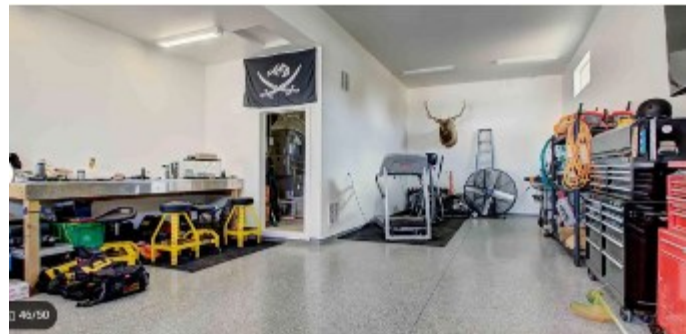
*Continued on P. 3*

## ***A Farewell to Tom “Trouble” Schramm and his oh, so lovely wife, Dianna.***

Last month, these two wonderful people sold their awesome Woodside Ranch home and moved to Idaho, so your editor wanted to provide a few pix and notes, (certainly without their knowledge or permission). Tom is an expert builder who helped so many with the generous sharing of his skills and time. Always level-headed and insightful, he provided countless helpful inputs to club operations, and is just an all-around great guy. We will definitely miss this legendary expert and his dear lady. *The good news is that Tom is continuing his BAM membership!*



Though their Bend home was magnificent, don't feel too sorry for them in their 3-yr. old, 2,635 sq. ft. ranch style home on 1/2 acre at 2202 Nordic Ave, Middleton, ID 83644. Notice below, their large RV area on the right. He could probably fly his planes from that expansive lot. And, eat your heart out when you feast your eyes on his garage! Poor guy, all that space to fill up and keep straightened out!



Here is a pic Tom sent recently of the Great Planes Super Sportster 60 he built and flew back in the early to mid 90's. Great flyer until he did a low pass over the field, started a victory roll and applied up elevator half way thru the roll. Yep, bye bye Sportster. Power was an O.S. 61 two stroke, covering was Monokote, and radio by Futaba.

And, in closing, pix of one of Tom's beauties, whose graphics were designed by another beauty, Dianna, an extremely accomplished



professional artist. On an Alaska trip, she became interested in Tlingit art, which inspired this unique design she created.



***Bon Voyage, dear friends!***



### President's Message, Continued

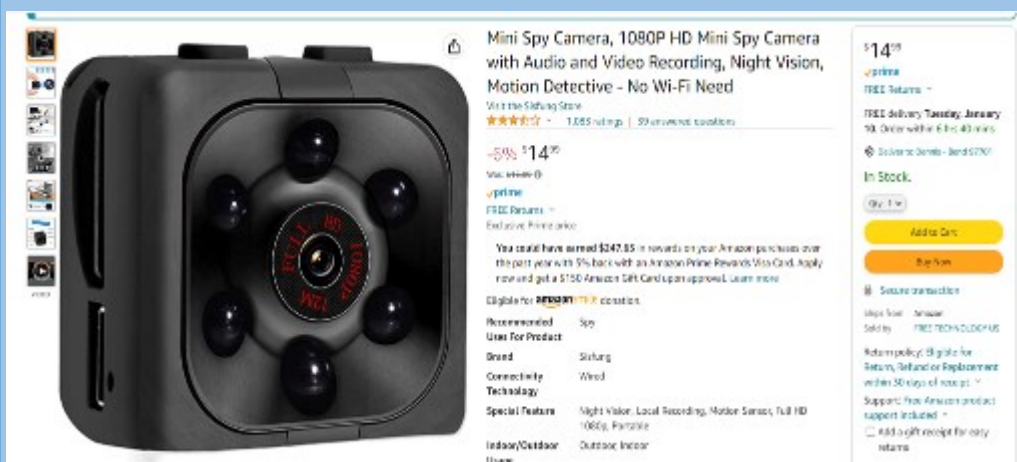
excellent instructors. Please do take advantage of that resource. The flying sport knowledge base in our club, I feel is very exceptional, not only from the aspect of flying but also from the perspective of model building/enhancement. Our club meets once a month at the Black Bear in Bend, and our next meeting will be Wednesday January 25<sup>th</sup>. [Note: At this meeting, we will be discussing potential bylaw changes regarding dues payments plus other topics such as membership cards.](#) We usually meet at 5:30 PM for dinner, and is a great time to renew old friendships as well as networking with your peers. The meeting starts promptly at 6:30 and is usually over by 7:30. Occasionally during the warm months, we will meet out at the field, with some coming early to fly or just visit. I am including a link to the club website and is another excellent resource for all types of club related activities, available member resources, and upcoming events. <https://www.bamrc.com/>

I hope to see you all at the next meeting and until then CAVU to you.

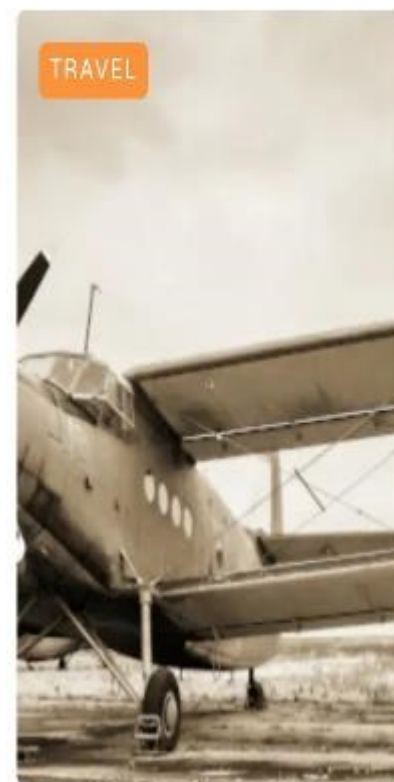
Jack

### A Note From Your Editor . . .

Last year I sold my 2 mini cameras to a couple of our members. I decided I wanted to get one again and went looking for them on the internet, but couldn't find an exact match. However, I did find a new one measuring 1" square on Amazon and Ebay. I bought 2 of them and they work just like my original ones, but also have motion detection and night vision. I'm not interested in these features, but they really seem to work well in taking videos. I haven't mounted one to a plane yet, but I'm sure they'll Velcro on quite nicely. Here's the partial Amazon listing:



Who invented the first airplane that couldn't take off?



The Wrong Brothers.





# **Workshop Safety**

**By Andy Niedzwiecke, BAM Safety Officer**

Hi all and I hope you had a wonderful Christmas and New Year's holiday. The weather has not been conducive to flying so I'm sure we are all in our shops doing repairs, building or otherwise getting ready for the upcoming flying season.

I was thinking the other day, after a near miss in my shop that we need to be as careful in our shops as we need to be at the field.

Some of what I say is probably second nature to most but I thought it is worth mentioning.

Be careful with those hobby knives! They can get you if you are not careful where your fingers are when cutting. You can also get hurt if the knife is rolling off the table and you go to catch it only to grab the wrong end. Dispose of used blades properly.

When soldering, be aware where the hot end of the iron is and where you set the iron when in between joints. An improperly set down hot soldering can melt things, mar surfaces or even cause a fire.

When sanding, be sure to use a face mask. The fine particles can be inhaled and cause lung damage.

When painting, be sure to do it in a well ventilated area and wear a mask. Paint spray can be inhaled and cause health problems so be safe with that.

Keep your shop orderly to avoid falls and other accidents. That's all for this time so stay safe and see you at the field soon!

# Winter Build by Bill Broich

## The Jucker DR1 Triplane



*From this:*

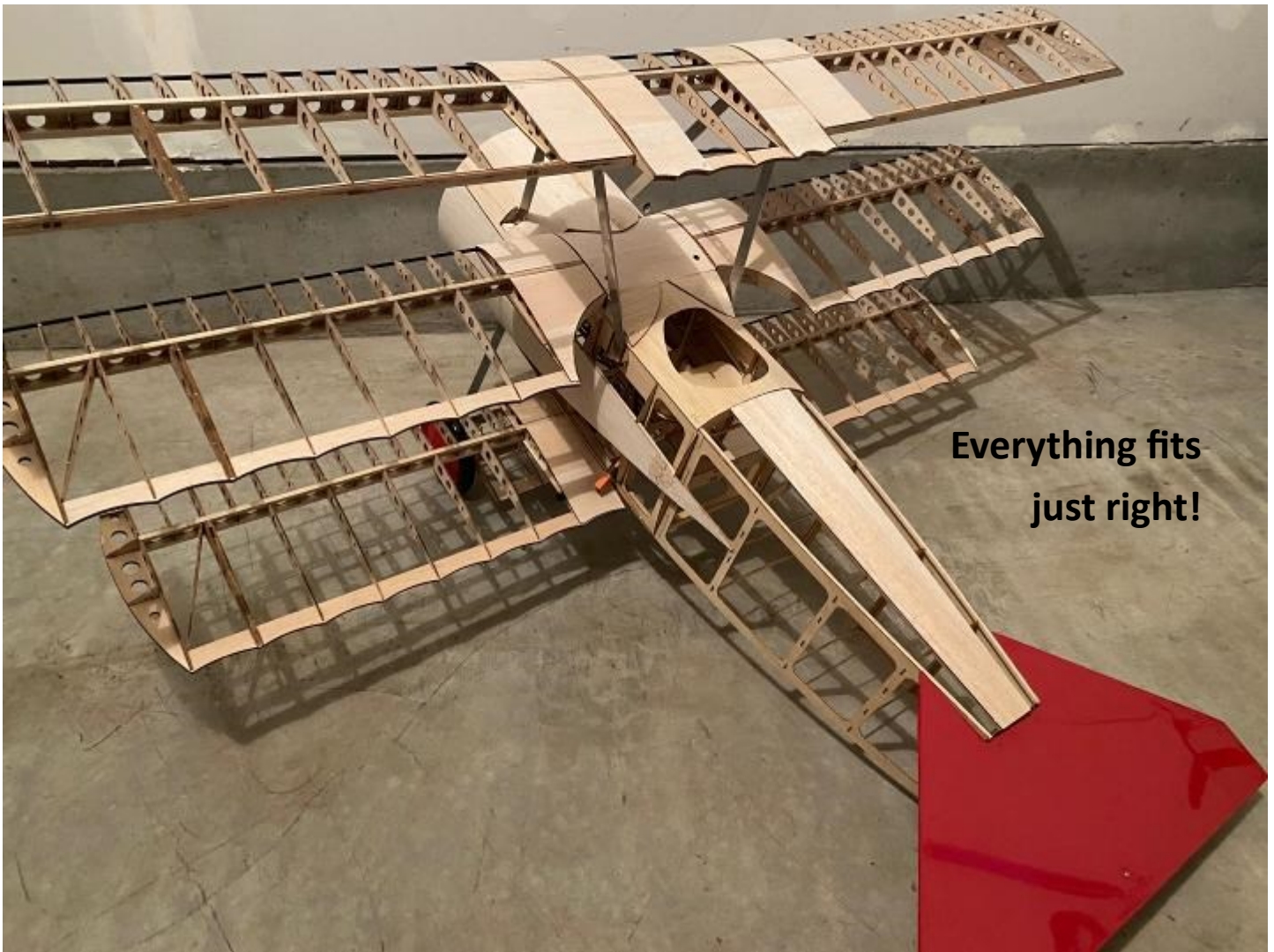


*To this:*



It's hard enough to build one wing, crazy to build 2, and certifiably insane to build THREE! The editor commends Bill on his tenacity in bringing this beauty to life, especially since he already knew what he was in for, having finished his first Dancing Wings DR1 last year, only to have it prang on its maiden flight. Marvelous workmanship and still a life's worth of sanding to really bring it through. Wondering if he would want to consider finishing that baby in Orange and Black with Benny Beaver emlazoned all over the place?





**Everything fits  
just right!**

Like many of us, sanding is Bill's second least favorite part of building, first being covering. It took more than 3 rolls of Ultracote. Having never used it before, after doing the horizontal stabilizer, Bill said it seemed to be easy to work with. The true test would be the fuse-



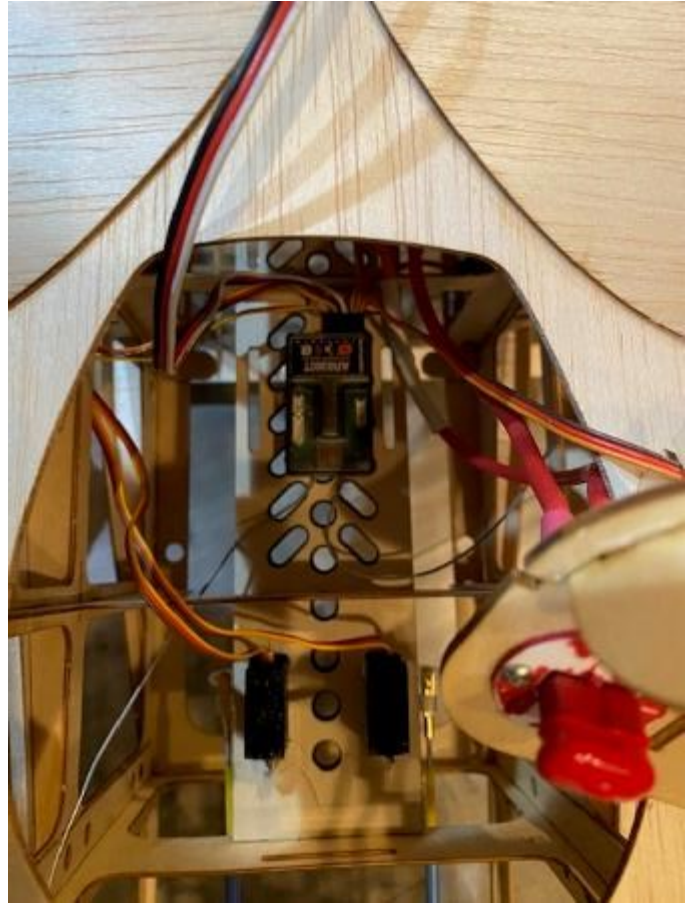
lage and wings. Bill did it right and went with Callie Graphics for the decals. Additionally, he is repurposing the motor, ESC and receiver from his P-51 (the body is now in the landfill), so it will have AS3X and SAFE.

Finally, with that big open cockpit, Bill felt it just screams for a pilot. Online they sell all kinds of scale WW I pilots, for a small fortune. However, he found a vintage 12 inch 1995 GI Joe WW II pilot, complete with leather flight jacket and goggles for \$25 on Ebay. He'll even figure out a white scarf for him to wear.

## Some of the “Nitty Gritty”



Servo and control linkage set up for the tail feathers.



Receiver Mounting



### Here's a useful safety tip:

Bill is using an arming plug to complete the circuit after the battery is connected.

The plug position is off to one side of the pilot seat. The plane design is such that the battery is connected from the bottom of the fuselage. Bill feels more comfortable with the circuit disconnected while the airplane is upside down and the battery connected.





The fuselage (except for painting the cowl), tail feathers, landing gear and upper wing mount 100% completed. Still ahead: cover all three wings and the ailerons and need to dress up the wing and gear struts, but they are functional.







Bill had not yet checked the CG; the previous build was spot on without any weight. This one was different because of the pilot. Bill felt he sat a little too high up, and looked a little odd. In this picture you can see him settled in more realistically, saving weight with a little surgical weightloss from the venerable Dremel cutter. Puts him in a better line with those two MG08/15 8mm machine guns in a forward firing position that allowed the pilot to reload and clear any jams from the safety of the cockpit and accurately aim his weapons, taking full advantage of Fokker's synchronization system.

*Here's a little "for what it's worth" input from your editor: On my workbench, I keep a little clear plastic jar of odds and ends I'll eventually place where they belong, a handy place to temporarily store and scrounge a few little parts, like nuts and washers. So, I rotate the jar around a little bit and if I see what I need, I have a little magnet I put on the outside and use it to slide the washer or whatever up the inside of the jar until I can grab it up on the jar's edge.*





# New Product Find

By Andy Niedzwiecke

OK gang, I found a new product that I just love. This might not be a new product to you but to those of you who do not like to solder, especially butt-joints, do I have a solution for you. They are referred to as solder sleeves and you can find quite a few videos on YouTube on these but I thought I'd go through my experience with you.

First you have to buy the sleeves. They are available in four different gauges and the assortment I bought only cost \$9.99 for 120 pieces.



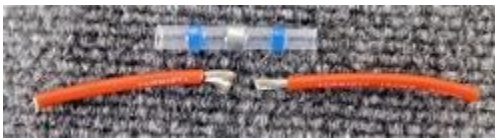
The sleeve consists of a clear heat shrink tubing, the color is coded for gauge but is also a seal to make the joint water-proof and the silver in the middle is a low temp solder. It has been cautioned that once the solder has melted, do not try a pull test but wait until the joint has cooled. I tried after cooling and the joint is very secure.

**More on next page.**





To melt the solder you will need a heat gun. A flame will work but has a tendency to be not so controllable. After a little research I found that the solder will melt at around 300-400 degrees. I bought a mini-heat gun that will produce 875 degrees so there is plenty of heat. The gun pictured here is the one I chose and bought it on Amazon. It was listed for \$19.95 but using a coupon on the same page, I bought it for \$15.69.



Two stripped wires and the solder sleeve



Wires “pushed” together so they intermix with each other.

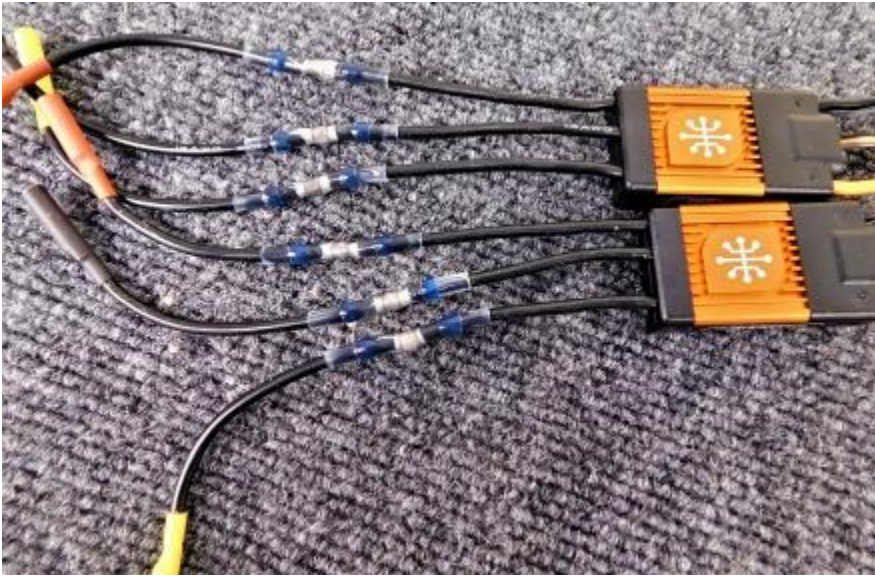


Sleeve positioned over pushed together wire. This should be done before wires are physically joined.



Joint after heat has been applied..DONE!

**More on next page!**



A plane I am working on needed new ESC's for different bullet connectors. I used these solder sleeves to join the wires from the ESC to the plane's existing bullet connectors.



The plane I'm working on uses one battery for two motors so I used the solder sleeves to join the two motor leads to the one battery lead.

I hope that this little article will help some that can't or don't like to solder. I found these sleeves to be really useful and I will be using them in the future. Another thing to note about this product is that it is really quick and the joints are flexible where the standard crimp connections are rigid.

Cheers and I'll bring the heat gun and solder sleeves to the next meeting. Andy





# Andy's Winter Project

By Andy Niedzwiecke

Well, I decided to do a winter project. I bought the Freewing AL37 which is an unauthorized copy of the Boeing 737MAX. I decided to do it in Alaska Airlines livery so that began the long and sometimes tedious task of removing most assemblies, electronics and repainting the entire plane. I had to cover all existing decals, markings, etc and paint everything. Plane is 78.5" long with a wingspan of 72". The color match proved to be difficult but I did the best I could. The plane has undergone some changes. I replaced the provided 70mm EDF outrunner motors with 70mm EDF inrunner motors. After that I replaced the Hobbywing 60 amp ESC's with Spektrum Avian 60 amp ESC's to take advantage of the thrust reverse option that the Spektrum ESC's provide. Below are two pictures, one is the way the Freewing AL37 comes from the factory and the other is the way I hope my plane looks like when I'm done.



**Before**

**Progress on  
the following  
page.**



**Hopefully  
After**



# Andy's Winter Project Page Two

By Andy Niedzwiecke



Above Top, the fuselage primed and painted white ready for other colors and decals.

Above, wings are done, painted and decals applied and all electronics installed. Decals are by Callie Graphics



Above top, Alaska man on rudder and fin.

Above, Horizontal stabs painted.



# ***E-flite Ultrix 600mm BNF Review***

By Our Man on the Coast, Jim Stuart



Some of my friends have been flying the E-flite Ultrix 600mm BNF and it looked like a fun airplane to have. It only takes a few minutes out of the box and it's ready to fly. Being me, though, I'm not satisfied with having

it look like all the other Ultrixes out there so with a little painting and some old decals from another airplane I now have the Navy's new fighter in a Desert scheme. It takes only a few minutes to set up the transmitter with the suggested Items (really different from any setup that I have ever seen before), bind the receiver, and you're ready to fly. The Ultrix is unusual in that it only has elevons and two motors. All the necessary mixing and programming is done by the Spektrum receiver for Smart and Normal, with two settings. Instead of having rudders, it uses two motors with differential thrust. This allows you to do some really flat spins using the elevons to keep the airplane flat. Built in tailwheels and a nose wheel make it easy to land on paved runways. It's listed at \$199.99 on both Amazon (Free shipping for Prime Members), and on Horizon, (with free shipping for orders over \$99.99) and you get rewards points. (Note: This is not the smaller UMX version.)

## ***Jim's Rendition***





# Bend Aero Modelers

Bend Oregon | AMA District XI | AMA Charter 2311

## *Field Safety Guidelines*



Page 1 of 2

### 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 Safety Committee members or in the absence of a Safety Committee member, an Executive Committee (EC) member 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 shall ensure proper operation of their aircraft and associated equipment prior to use.
5. Pilots shall show courtesy toward others and apply common sense when flying at BAM.
6. Pilots are encouraged to verbally enforce safe flying practices as appropriate.
7. All guests, spectators, children and pets shall be supervised by a BAM member at all times while inside the flying field fence and are encouraged to remain behind the pit tables.
8. When working on armed electric airplanes in the pit area, pilots shall always secure/restrain the aircraft from moving on the ground or rolling off a pit table. No rotating propellers are allowed.
9. No running fuel airplanes are allowed in the pit area.
10. R/C cars and other surface vehicles are prohibited anywhere inside the flying field fence.
11. Smoking is prohibited anywhere inside the flying field fence and shall be carried out in a safe and respectful manner in the parking lot.
12. Consumption of alcoholic beverages or controlled substances before or during flight is prohibited.

### Pre-Flight Operations

1. Pilots shall use the run-up stands when starting fuel-equipped aircraft engines.
2. For larger aircraft, pilots may use the taxiway rather than the run-up stands to start or arm their aircraft while keeping it restrained with the help of another pilot or any reasonable means.
3. For extended engine tuning and troubleshooting, pilots shall use the run-up stand provided for such use at the West end of the field by the porta-potties.
4. Pilots shall never leave their aircraft unattended while the aircraft is running or armed, even if it is restrained.
5. Pilots that use AM/FM radio equipment (50MHz, 53MHz and 72MHz) shall attach the appropriate frequency pin visibly to their transmitter's antenna whenever in use and shall place their AMA card on the respective channel pin on the frequency board in the clubhouse.





# Bend Aero Modelers

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## *Field Safety Guidelines* Flight Operations

1. Pilots shall taxi aircraft only on the taxiways and runway. No taxiing is permitted in the pit area.
2. While flying, pilots must remain behind the safety fence and never block the taxiways.
3. Only pilots or a supervised helper are permitted beyond the safety fence (ie, to retrieve an aircraft).
4. Pilots shall verbally communicate their intentions during takeoffs, landings, flights and emergencies (ie, “taking off right to left”, “landing left to right”, “on the runway”, “dead stick”, “low pass” etc).
5. 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).
6. Landing aircraft have the right of way. Dead stick landings shall be called as such and given immediate right of way.
7. Pilots shall not take off from or land on the taxiways. This applies to all aircraft types, including rotary-wing and micro aircraft.
8. No more than five (5) aircraft shall be in the air at one time. This includes rotary wing and micro aircraft.
9. Pilots shall call all maiden flights prior to flight. All other aircraft shall be grounded until the maiden flight has been completed.
10. All hand launches shall be called to alert other pilots. Hand launches shall be performed either from the runway or the area between the runway edge and the safety fence.
11. Hovering craft such as, but not limited to, 3D planes, drones, etc are to hover North, clear of the runway to avoid interference with fixed wing aircraft operations. Whenever 3D planes or drones are flying, it is recommended to do so when fixed wing aircraft are not in the air.
12. FPV (First Person View) flight is only permitted when the pilot has a spotter per AMA regulations.
13. Gas turbine operations are allowed as long as they are in accordance with the AMA Gas Turbine regulations on the AMA website. <https://www.modelaircraft.org/content/ama-gas-turbine-program>
14. When gas turbine planes are being flown, all other pilots are encouraged to relinquish the airspace to the turbine operations. An agreement between the turbine pilots and all other pilots for this recommendation should be discussed and agreed to.
15. All planes that are reconstructed after a substantial crash incident shall be considered as doing a maiden flight and all considerations for a maiden flight shall be adhered to.
16. If there are any questions that are not addressed here, the AMA Safety Handbook is available for reference at <https://www.modelaircraft.org/safety>

Updated 12/17/2022 By Safety Officer Andy Niedzwiecke

