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Bend Aero Modelers



FLIGHT REPORT

AUGUST 2023



Here's a recent shot of two jets owned by Bill Broich and Mike Chappell starting their take-off roll. We are seeing more and more jets out at the field and I must say that they are not as hard to fly as I first imagined and they sure are fun! Quite a few members own and fly EDF's and we get a lot of watchers too. Come out sometime and watch the non-prop planes take to the air.

Next Meeting

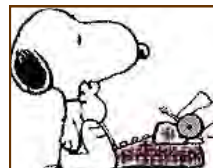
August 23, 2023

Popp's Field at 7:30

Come Early to Fly and Bring
Something to Eat and Drink
and Stay to Watch Night Flying
After the Meeting



FROM THE EDITOR



by Andy Niedzwiecke



Well here we are again, another month has passed and it's hot as all get out as I try to finish up this month's newsletter. I don't have many thoughts of interest to pass on but there is one or two thoughts I need to address.

The end of the year is approaching and it is time to think about who you would like to run the club. I know you can say that those that are in office now are doing a great job but at some time the current officers would like to dispense with their duties and just enjoy flying without the added stress of the responsibility that it takes to keep this organization going. The current officers will soon let us know if they want to stay in office or not but if you want a chance to be voted in as an officer or know of someone you want to nominate, please feel free to do so. If you are going to nominate someone please be sure that they want to be put on the ballot.

Now another subject that is near and dear to my heart. I have a bad habit of allowing my planes get too far out, to the point that I cannot tell the orientation and that results in a terrible ending. It probably has to do with my age but I would encourage all to keep their planes at a reasonable distance to you so you don't suffer the consequences of trying to fly a mosquito.

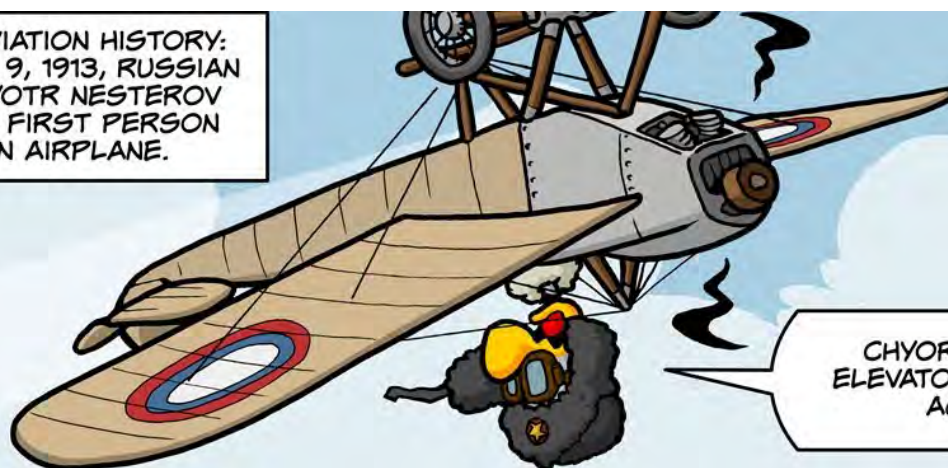
Andy

And now a bit of humor from our remote reporter, Tom Shcramm

The Curtis 1911 Pusher Biplane was equipped with rudder, elevator and aileron controlled by the pilot. In the cockpit was a wheel mounted on a wood column (stick) that controlled the elevator by pushing forward to go down and pulling back to go up. Using the wheel, the pilot would turn it right to go right and turn it left to go left. "Just like driving a car", many pilots commented. However, controlling the ailerons was unique. The pilot would slide his seat right to bank right and left to bank left.

Perhaps this is where the phrase "flying by the seat of your pants" originated?

MOMENTS IN AVIATION HISTORY:
ON SEPTEMBER 9, 1913, RUSSIAN
ARMY PILOT PYOTR NESTEROV
BECOMES THE FIRST PERSON
TO LOOP AN AIRPLANE.



A LITTLE LIGHTHEARTED STORY

NEW SPECIES OF JUNIPER NEAR POPP'S FIELD

By Dennis McMahon

Hey, all you Landscape Artists and/or Biology Majors out there: On August 8, I was taking a nice walk out beyond our runway fence to the west. My Pedometer/Step app said I took 4,461 steps on my little hike, stumbling around with my trusty cane in hand. Not too hot a day, actually outstanding, no wind all morning. Had great flights with several planes until I encountered this new Juniper species. Seems this tree had a sleek, beautiful white fuselage and impressive red and white wings protruding from the branches. There is a mistletoe that grows on junipers, but after rigorous Googling and exhaustive scientific research, I finally deduced that what I was seeing were the remains of a beautiful glider I just maidenized into oblivion. Bought it from Charles, (*Yeah, my friend, I finally got it in the air.*)

Very powerful, it flew really fast; had lots of fun riding thermals in the 82 degree air. You know these gliders on a hot day; they just don't want to quit flying, so I always have to bring them in low over the end of the runway and coax them to return to Mother Earth finally about 3/4 down the runway. This time, I had it low over the west end, but lost sight of it and put some trees between it and me. I poured the coal to 'er and gave it up elevator, but too little too late; heard a resounding CRACK, and headed out. If you've ever had to go out there, it was west of that small 10' high canyon that extends out there a ways.

This beauty is easily reparable. If someone wants to put it back together, you can have it as a PlugNPlay with 4 Futaba servos for \$75, or make an offer, to include the two nice 3S 2200 batteries Charles included. With my maturing vision, I'm better off with something a little slower, like my Calypso (which I did fly today with all the LED lights attached, not lit, just to ensure it's still air-worthy — Old Faithful!)



MEMBER'S ARTICLES



Submitted by Dennis McMahon

PLAIN LIGHTS FOR LIGHT PLANES

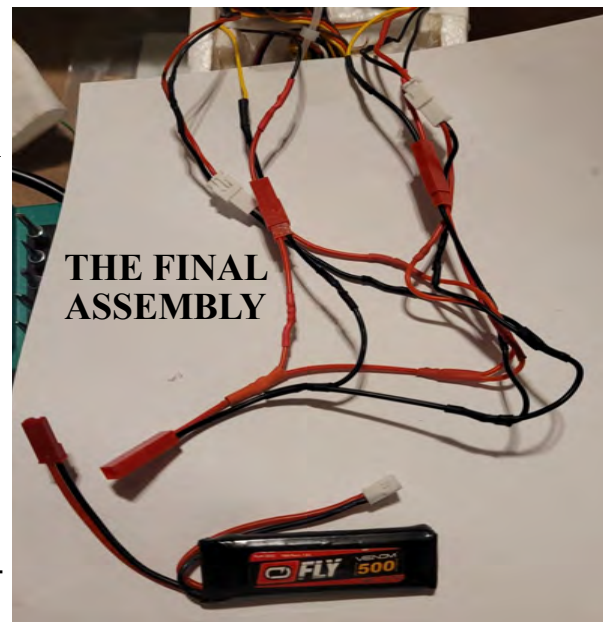
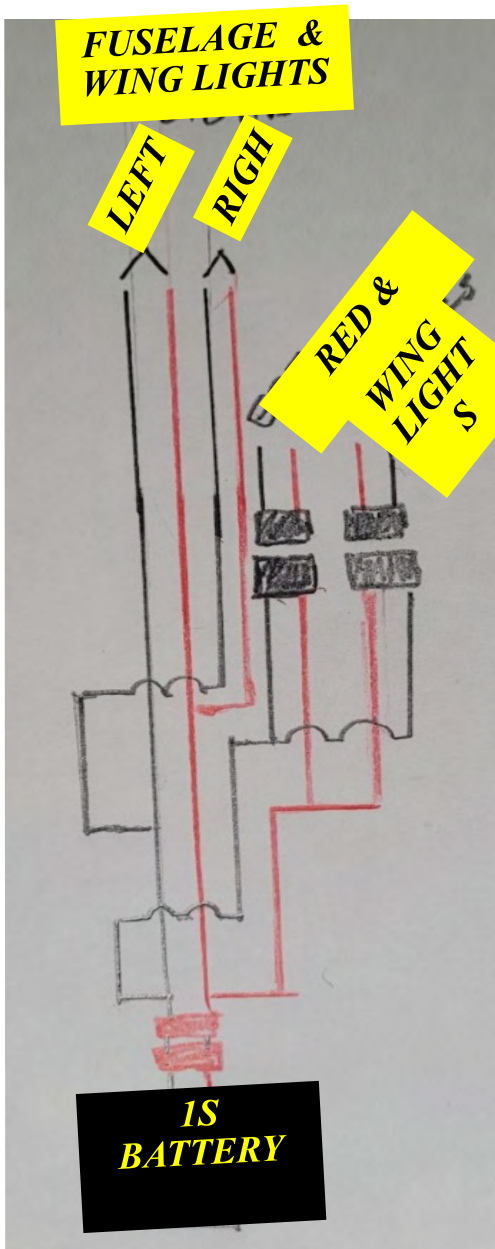
I've gone all over the place conjuring up ways to light up my old Calypso glider (my first plane, 7 years ago; thought it should be pretty docile until I figured out I needed variable rates, which the Tactic transmitter that came with the bird didn't have.) The retired Crash Trophy had a piece of it. To light it up now, I got some LED strips that have various power arrangements plus flashing, changing colors, etc. Realized pretty soon that I didn't want to repeat last year—had lots of lights on a plane, which made it too heavy to fly.

I drew a crude schematic (left) and fooled around with a few types of LED strips, remaining concerned with excess weight. One potential solution was the incorporation of small 6V batteries they use in those dog collar electronic fences. Using a couple of those in series in modified or homemade battery holders seemed to work well, and would definitely provide more minutes of light than we'd typical-

ly get of flying time from an evening's selection of our receiver batteries. I tried several types of connectors, etc., and even wrote a couple articles on their use, but asked Andy to scrap them in favor of simply using a 1S battery and soldered connections for now. I told Jim Stuart I appreciated his soldering article a few months back and bought better

equipment, which really helped on this project. (By the way, I hooked up my strings of lights to said 1S battery and they powered my lights brightly for a good 2.5 hours.)

(NOTE=NOT 2S=GETS TOO HOT!)



Continued Next Page)

MEMBER'S ARTICLES



continued

I have a bunch of the old style, cheap telephone wire that was manufactured mildly twisted together with two similarly colored wires for the initial “breadboard” type assembly for proof of concept. Easy to use, not so much twisting of multiple unruly wire strands and you can usually strip insulation with your thumb and middle finger-nails when you’re just trying to throw something together. However, if I had it to do over again, I’d use my standard red and black wires for the first go around, which I did when I replicated the initial test assembly. I ended up doing about 13 solder joints. My new variable voltage soldering station really made it easy to make nice, bright, shiny joints. I opted to employ only the blue color on the LED strips to keep things simple and light (pun intended.) The lites typically come with adhesive backing, which I found hit and miss on Styrofoam, so I CA’ed all the strips. Anyway, at this point, I hope I’ll be able to push my old Calypso through the darkened skies.



A Sidebar on Lights (Or, What I Chose Not To Do)

Amazon has these battery powered lights, of course, with a remote controller for each string. With a larger plane, you might be able to install one container of four 6v batteries per string and have your choice of flashing lights of different colors. I initially went whole hog and modified a single holder to accommodate eight of the one-inch dog collar batteries, two 6V batteries per each string before I decided to scale back. Though small, these doggy batteries will certainly get through an evening’s night flights. I also initially eliminated the small circuit boards on each stock lead since I wouldn’t be changing colors. Many come with a USB-type connector from the battery box to the circuit board, but these are merely red and black power wires with which you can experiment with changeable colors, etc.



MEMBER'S PLANES AND PROJECTS



Submitted by Dennis McMahon

Well, Somehow, a Project I Was Skeptical of . . . By Dennis McMahon

Yup! The Spirit of St. Louis finally quit playing games with me and arose from a couple sheets of Dollar Store foamboard. In the photo at the right, I'd say she looks pretty good from a distance. One immediate item of note is the prop spinner. The real Spirit had a more blunt spinner, but this was the closest I could come.

She's certainly got some warts. It was a challenge coaxing a boxlike rear fuselage into a rounded cowl, which caused some strain marks at various places on the fuselage. This is largely due to the fact that I was making everything up as I went; my master plan turned out needing major modifications along the way, like last month's explanation of battery placement. Next is a picture of the opening of the battery cavity. I insert and remove the battery with a cut-down plastic spatula to manage the Velcro inside.

A couple pix regarding the horizontal stabilizer and elevator; here's the wire I would center and emplace; nothing new, but it does bring up an essential point about painting foamboard. When I painted it, I did the bottom of it and immediately painted the top, and did the same thing with the vertical stabilizer and rudder. Now, I was applying a very special coating to this aircraft, and needed to ensure it didn't go to waste. I bought 4 bottles of the finishing material to make sure I wouldn't run out; and with the slab sides of this plane, it

would be easy to switch to another container if it looked like I could run out. On the next page, I'll reveal the type of finishing material along with one caveat.

But, for now, let's move on to something that was new to me: Callie Graphics. On this flat finish, they went on like a breeze and I was happy with their appearance on my plane.



MEMBER'S PLANES AND PROJECTS



continued

Here's a shot of my first experience in applying Callie Graphics. I removed the heavier backing paper and positioned the graphic itself, rubbing it in thoroughly and was pleased with the results throughout. For this decal, you can see the left side of a nutplate for a control horn, (don't worry, I won't get started on control horns again.) I cut the decal in that area and painted the affected area with black paint.

Now, with a little drum roll, I reveal the finish I applied to the Spirit:

Yes, it's none other than craft store acrylic paint. One bottle did the entire plane and then some. Again, I had purchased 4 bottles, but I did the whole thing for one \$1.89 bottle of Deco Art Metallic, using a fairly stiff brush, spreading the paint as thin as possible. Now, more about painting foam. I wrote that I did both sides of the rudder and elevator immediately. If you don't that, this acrylic paint will warp the piece, as shown here:

Back on Callie Graphics, here are some shots of the detail the decals held:

Now, turning to the metal work on this plane, first, how did I get that machine turned metal for the cowling? Of course, as you can probably surmise, I bought some silver paper at Hob-



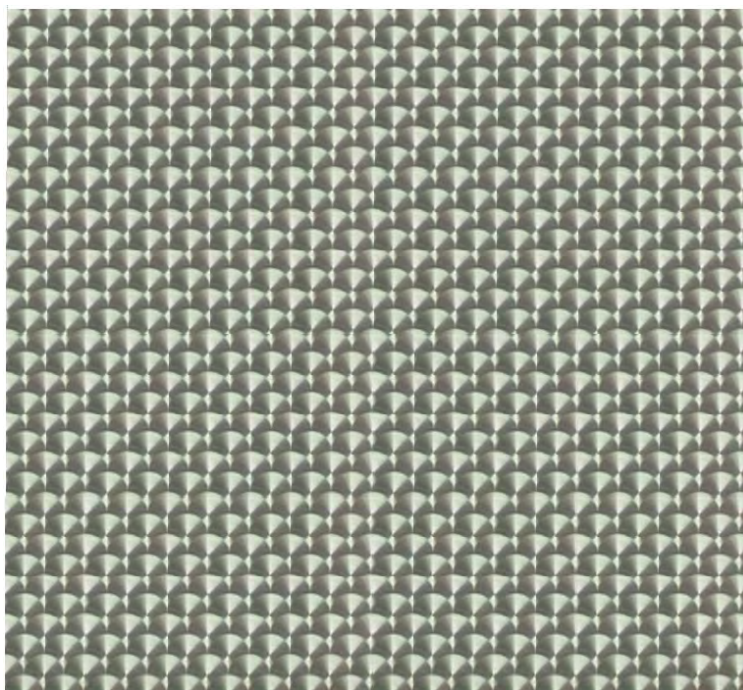
by Lobby and found good graphics of it online. Key point: If you're going to need to piece it together, like I did with my 4 sections, I'd advise against just copying an entire screenful of it, as the

MEMBER'S PLANES AND PROJECTS



continued

reflective and shadow effects will change its appearance and make it hard to join the patterns smoothly. Look closely at that pic on the internet across its entire span and you'll see plenty of differences between one area and another. I copied a quite small section of a machine turned piece and sort of scale sized it as well as I could guess and then copied it over and over again horizontally, carefully fitting the swirls on each piece together so that each section looked the same. Then I copied the entire row I just produced and pasted it below the first, again carefully merging the swirls. To the right is how it looks. Now, onto what I've called metal works needed for this model. If you recall, I was quite puzzled as to how I would construct all those pieces of the landing gear supports, etc. Scale accuracy wasn't needed; I figured approximation was good enough, but how to do it?



Well, here's my dirty little secret: I soldered together the main landing gear with the other intersecting pieces, and took little plastic coffee stir sticks and cut them open horizontally and forced them



over the wire pieces. I used a plastic straw similarly to cover the main landing gear components. I used bamboo pieces for the wing struts, fastening them with U-shaped wires to connect to the fuselage and strut assembly, etc. I bought a nice little bundle of bamboo pieces 16" x 3/8". If you need any of these, please let me know; I'd be glad to share. So, apart from the conventional main landing gear wire piece, we're accustomed to, I covered up the rest of the struts and went on my merry way. At this writing, I am hoping to get her maidenized at the Fun Fly. That's it for now, until I conjure up another project.

Dennis

MEMBER'S PLANES AND PROJECTS



Submitted by Alan Shrum



These pictures of his glider were submitted by Alan Shrum. The Shadow II F5J is an all-round F5J competition glider suitable for all weather conditions and offers more bang for the buck than just about any competition glider available. Also included is a graph showing the time and altitude from a recent flight out at our field. I'm also told that during this flight, the canopy somehow was lost.....maybe pressure from the height involved?

uVARIO
Rel. altit [ft.]



MEMBER'S PLANES AND PROJECTS



Submitted by Alan Shrum

continued



100", 2-piece wing, 50oz range. It's not designed for a motor, but I'm adding one anyway. Also had a set of electric spoilers and I've modified the wings to add them. The wing has no flaps or ailerons. I shortened the nose a bit to hopefully keep the balance close. White and transparent purple Ultracote are on the way; I normally work with Monokote so we'll see how this goes.

INFO FROM MEMBERS



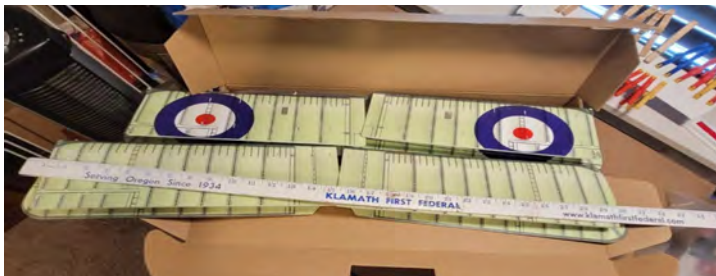
Dancing Wings SE 5A



For Flite Test Foamboard Freaks like me, I had to glom onto this kit the second I saw it. A few months ago, I was scratch building an SE 5A out of Dollar Store foamboard; wings looked great; fuselage needs re-design; walked away from it. Won't need to walk

back with this DW creation. A cool construction scheme; pre-printed on flexible foam; total package; what's not to love? Grayson Hobby in Georgia lost their lease and are relocating at present. Great Veteran-Owned establishment. Priced at \$124.99 for everything, including motor, ESC, 4 servos and all, very appealing—BUT, they've got a killer price of \$89.99!! See if you can resist it! And, am interested to see more if DW produces more planes with this type construction—hybrid plywood skeleton / durable foam exterior.

Calm Skies, Dennis McMahon



DW HOBBY SE5.A 800MM
ELECTRIC AIRPLANE BUNDLE

\$89.99 ~~\$124.99~~

AT THE FIELD



Terry McDaniel showing off his Optera after recovering it from a spin with no damage.

Darn guys
hid my
canopy.



Bill Broich getting his new Avanti V2 ready for flight. He jumped on the chance to buy this bird after the Havoc and it's parts became unavailable. The Havoc was his favorite.



Bill Broich and Joe Newman are both new owners of the Avanti V2



Some of the planes on a typical weekend day at Popp's field.



Nothing!



There was absolutely nothing to show or share at the July meeting! The meetings are not only for business but for us to share and inform each other of fun or interesting stuff, or just show off our stuff. Let's not let the meetings get boring.



OBITUARIES

Rest In Pieces



Sometimes ya just can't win. The nut came off the fan in Bill Broich's F16 and caused a power failure driving the fan unit forward in to the fuselage. An unplanned landing then occurred. This is Bill's second F16 and is flying again!



Well, what can I say? I've been trying to get into EDF's for awhile and thought I had it down when this happened. I was turning to base and the wind was blowing in an Easterly direction so I let the plane get too far out to be able to tell which direction it was going. Well it was soon very apparent that the direction was straight down. The half mile walk of shame included friends Bill Broich and Mike Chappell who helped me carry the pieces back to the pit. The plane is again ready to fly.



SAFETY REPORT



AND REMEMBER !



**No turning propellers are permitted in the pits.
Also, when starting or arming planes aircraft
must be controlled by the pilot.**

SAFETY REPORT



Bend Aero Modelers

Bend Oregon | AMA District XI | AMA Charter 2311



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 in side 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.

SAFETY REPORT continued



POPP'S FIELD SAFETY GUIDELINES

- 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



YOUR PASSION. HOBBY. ONE COMMUNITY.
Academy of Model Aeronautics 5161 E. Memorial Dr. Muncie IN 47302 | (765) 287-1256 | modelaircraft.org

Academy of Model Aeronautics National Model Aircraft Safety Code

Effective January 1, 2018

A model aircraft is a non-human-carrying device capable of sustained flight within visual line of sight of the pilot or spotter(s). It may not exceed limitations of this code and is intended exclusively for sport, recreation, education and/or competition. All model flights must be conducted in accordance with this safety code and related AMA guidelines, any additional rules specific to the flying site, as well as all applicable laws and regulations.

As an AMA member I agree:

- I will not fly a model aircraft in a careless or reckless manner.
- I will not interfere with and will yield the right of way to all human-carrying aircraft using AMA's See and Avoid Guidance and a spotter when appropriate.
- I will not operate any model aircraft while I am under the influence of alcohol or any drug that could adversely affect my ability to safely control the model.
- I will avoid flying directly over unprotected people, moving vehicles, and occupied structures.
- I will fly Free Flight (FF) and Control Line (CL) models in compliance with AMA's safety programming.
- I will maintain visual contact of an RC model aircraft without enhancement other than corrective lenses prescribed to me. When using an advanced flight system, such as an autopilot, or flying First-Person View (FPV), I will comply with AMA's Advanced Flight System programming.
- I will only fly models weighing more than 55 pounds, including fuel, if certified through AMA's Large Model Airplane Program.
- I will only fly a turbine-powered model aircraft in compliance with AMA's Gas Turbine Program.
- I will not fly a powered model outdoors closer than 25 feet to any individual, except for myself or my helper(s) located at the flightline, unless I am taking off and landing, or as otherwise provided in AMA's Competition Regulation.
- I will use an established safety line to separate all model aircraft operations from spectators and bystanders.

For a complete copy of AMA's Safety Handbook please visit:
modelaircraft.org/files/100.pdf

