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Bend Aero Modelers



HAPPY THANKSGIVING

FLIGHT REPORT

NOVEMBER 2023



Hi all! Just for fun I thought I'd put a picture of the 2013 BAM Christmas Party on the front page. Some of you might see yourselves.....10 years ago and some of the participants are no longer with us (non-members and folded wings). There were approximately 30 people in attendance and Greg McNutt, the then BAM secretary, played Santa Claus and handed out the gifts from the gift exchange. If you have not been to the Peterson's home you are in for a treat and of course the hospitality offered by Tim and Cheryl is next to none. I hope that you will find this year's party as much fun as we did back in 2013.....ENJOY!

Next Meeting



Happy Thanksgiving !

Wednesday January 24, 2024
6:00 pm at Black Bear Diner
Come early to visit and eat.

FROM THE EDITOR



by Andy Niedzwiecke

It's always sometimes hard to think of things to write about but I feel duty bound to offer my thoughts on things affecting the wonderful club we make up. This year has been a great one, in my opinion, but it has not been problem free. We added 15ft to the width of our runway with material that we have had good results before. Now nothing is wrong with the material but recently a windstorm blew the entire length of material North. It is still there but no decision has been made as to how to remedy this problem. One suggestion has been to see what doing a concrete replacement would cost. The surface is still usable but there are deep gullies on the north side of the open area. On another thought, a group of flyers have been going out every chance there is to take advantage of the great facility we have. The talk out at the field is often, "why are we the only ones here?". The shade provided by the recent construction of shade structures makes the field very comfortable to visit. Recently we had elections, if that's what you call it. No one seems to want to step up and replace the repeated officers we usually have. This is not a club of 13 but a club of 63 but we seldom see anyone but the same old gang out at the field or the meetings. Finally, we have big plans for a July event in the works and we hope that we will be able to get some enthusiasm and volunteers when this event gets closer. Happy Thanksgiving!

Andy

Welcome



NEW MEMBERS

At the October meeting we were pleased to have new member Jeff Blackmon accompanied by his wife Sonia. Jeff said he is more a builder than a flyer but I'm sure we will see him out at the field. Welcome!



REMEMBER

DUES ARE DUE BY DEC 31, 2023

Dennis McMahon, our club treasurer must have your payment by December 31, 2023 in order for you to avoid a penalty fee and by January 31, 2024 in order for you to avoid having to rejoin the club. The new gate codes will not be given out to anyone not paid in full.

These new requirements will allow for the EC to make plans for events and work days for the coming 2024 flying season.

Thanks for your membership and we all look forward to seeing you at the meetings and out at the field in the coming year.

HELP AT THE FIELD



Geeze Mike, are you sure that's going to help?

Well Terry, If it didn't have a propeller I might be able to fix it, so here goes nothing!

A photograph of two men, Mike and Terry, working on a model airplane on a table. The plane is white with blue and red accents and has the number "576" on its side. They are outdoors under a wooden structure.

Terry, what is this thing here? Will it hurt anything if I move it. Did you read the manual? Here goes!

What are these guys Thinking?

I dunno, go ahead.

A photograph of three men working on a model airplane on a table. The man on the left is leaning over the table, while the other two stand behind him. The plane is white with blue and red accents. They are outdoors under a wooden structure.

Ya know Bill, this is my first EDF and I'm still nervous about no propellor

It took me awhile too, but now propellers are a problem for me.

A photograph of two men working on a model airplane on a table. The man on the left is wearing a brown jacket and a black cap, while the man on the right is wearing a dark jacket and a black cap. The plane is white with red accents. They are outdoors under a wooden structure.

I think mine is faster than yours!

Yeah but mine is prettier!

A photograph of two men standing outdoors, comparing their model airplanes. The man on the left is wearing a green jacket and a black cap, while the man on the right is wearing a blue jacket and a blue cap. They are standing next to a white wooden structure.

HAPPENINGS AT THE FIELD



Tim Peterson with his new Freewing Stinger 90....His first EDF and he did well on the maiden.



Terry McDaniel with his new Freewing Rebel EDF. Terry bought this EDF from another BAM member at a recent meeting. Terry did a fine job on the maiden, GOOD JOB TERRY!



Mike Chappell with his new Freewing Zeus EDF. He maidenized this plane and managed to clock 132mph. Great Job Mike!!!



This is what happens when it is too cold to fly and Tim Peterson happens to have his mobile clubhouse at the field . Thanks to Terry's wife for the cupcakes!

UNFORTUNATE FIELD DAMAGE



Our field suffered some severe damage in a recent wind-storm. As you can see the entire length of fabric on the North side of the runway blew off. You can also see the ruts caused by rain. We will be addressing these issues shortly but the field is still flyable, just it's original width.



BAM 2023 CHRISTMAS PARTY

When: Saturday, December 9th, at 6:00 p.m.
(dinner will be served around 6:30 p.m.)

Highlights: ❄ Potluck-style dinner (please RSVP and sign up)
❄ BAM-sponsored drinks, decorations, utensils

Where: Tim and Sheryl Peterson's house/ranch
23670 E. Highway 20
Bend, OR 97701
Phone: 631-220-9312 / Email: tim74fl@gmail.com

Directions: Going east on Hwy. 20 (as if you were going to our flying field), Tim's house is on the left between milepost 8 and 9. His house is a few hundred yards after you pass Dodds Rd. (on your left when going east on Hwy. 20).

Contact: To RSVP, please call Bill Broich at 541-913-5299 or email broich.bill@GM

A 50/50 Drawing will be held at this event so then would be a good time to support the club and maybe put a few extra shopping dollars in your wallet!



DO YOU KNOW YOUR BATTERY CONNECTORS?

by Waldemar Frank



This is my last topic of a three-part series of related topics concerning electric flight. This time, I would like to talk about battery connectors. Everybody who has electric airplanes has experienced the frustration of dealing with too many different brands of connectors used on batteries or speed controllers.

Regardless of personal preferences, the many options and standards force you to either accumulate a variety of compatible adaptors to connect mismatching connectors or standardize the connectors of your airplane fleet. I made the conscious decision to standardize all my connectors so I don't have to worry about bringing the wrong adaptor to the field or keeping track of all the different adaptors I would need. Although it requires some effort and a small investment, the overall gain makes such a difference once you fly multiple electric planes and can use the same batteries on several airplanes.

When deciding on a standard connector type, there is more to consider than just a pretty design. A connector should be ergonomic and allow easy removal without applying excessive force that could damage the wires or battery. At the same time, connectors should provide a snug fit so that they do not come off during flying. It may sound silly, but the size of your fingers can also affect how easy it is for you to hold on to certain types of connectors.

Generally, the shape of the connector and surface texture determine how easy it is to hold on to and disengage the male and female connectors. If you have to pull on the wires to disconnect the battery from the speed control, you can be assured that you will have connection issues sooner or later and potentially have a fatal short circuit or permanent/intermittent loss of power.

Likewise, most connector types come with a built-in design safety feature to prevent mismatching polarities when plugging together two connectors. Some designs are more foolproof than others and you might want to choose a design that best fits your habits. In addition, you might have an assortment of batteries that use a range of wire gauges. Make sure that the connector of choice can accommodate the wire gauge of the matching battery should you decide to standardize your battery connectors. Some connector types come in different sizes to fit different wire gauges and to withstand the required current draws.

And “current draw” is another important keyword. All connectors are rated for a safe maximum continuous current draw. That is, make sure that your connectors will support the specific application and not disintegrate because the current draw exceeds the allowable maximum value. An easy way to assess the potential maximum current discharge of your battery is to multiply the battery's C-factor with the battery's capacity value.

For example, a battery that has a capacity of 2,200mAh (2.2Ah) and a C-factor of 25C could deliver a continuous current of up to $2.2 \times 25 = 55\text{A}$. Depending on your specific airplane and power setup, the motor may never draw this much current, but at least you have a general reference point for your connector selection. In reality, many connector types can endure higher currents than their general rating indicates. But you should not exceed it by too much to avoid potential damage or loss of your airplane.

DO YOU KNOW YOUR BATTERY CONNECTORS?

by Waldemar Frank

continued



Following are popular connector types and their approximate current ratings:

Image	Connector Description	Max. Continuous Current Rating
	Deans connector (male/female)	60A
	XT60 connector (male/female)	60A
	EC3 connector (male/female)	60A
	EC5 connector (male/female)	120A
	HXT 4mm bullet connector (male female)	90A
	HXT 6mm bullet connector (male female)	120A

Fly safely!

Waldemar

SHOW & TELL



Allen Wright brought his Freewing Stinger to the October meeting to show off. He had just delivered a Freewing Rebel to Terry McDaniel and had mentioned during the presentation that he was thinking of selling the Stinger as well. As soon as he mentioned that, Tim Peterson offered \$200 beans for the plane. After about 15 seconds of consideration, Allen accepted the offer. Allen also mentioned that he was thinking of selling his Freewing Viper. Joe Newman inquired how much Allen wanted and when Allen stated the price, Joe quickly sealed the deal. A good night for Allen! 😊

OBITUARIES

Rest In Pieces



Hooray!!! Still No crashes to report! Either you guys are getting good or there's not enough flying going on. Good Going!!!!

Bend Aero Modelers - 2023 Club Calendar



Club Meeting



Club Event



BAM Membership Renewal Deadline



BAM Christmas Party

January

Week	Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	1	2	3	4	5	6	7
2	8	9	10	11	12	13	14
3	15	16	17	18	19	20	21
4	22	23	24	25	26	27	28
5	29	30	31	1	2	3	4

February

Week	Sun	Mon	Tue	Wed	Thu	Fri	Sat
5	29	30	31	1	2	3	4
6	5	6	7	8	9	10	11
7	12	13	14	15	16	17	18
8	19	20	21	22	23	24	25
9	26	27	28	1	2	3	4

March

Week	Sun	Mon	Tue	Wed	Thu	Fri	Sat
9	26	27	28	1	2	3	4
10	5	6	7	8	9	10	11
11	12	13	14	15	16	17	18
12	19	20	21	22	23	24	25
13	26	27	28	29	30	31	1

April

Week	Sun	Mon	Tue	Wed	Thu	Fri	Sat
13	26	27	28	29	30	31	1
14	2	3	4	5	6	7	8
15	9	10	11	12	13	14	15
16	16	17	18	19	20	21	22
17	23	24	25	26	27	28	29

May

Week	Sun	Mon	Tue	Wed	Thu	Fri	Sat
18	30	1	2	3	4	5	6
19	7	8	9	10	11	12	13
20	14	15	16	17	18	19	20
21	21	22	23	24	25	26	27
22	28	29	30	31	1	2	3

June

Week	Sun	Mon	Tue	Wed	Thu	Fri	Sat
22	28	29	30	31	1	2	3
23	4	5	6	7	8	9	10
24	11	12	13	14	15	16	17
25	18	19	20	21	22	23	24
26	25	26	27	28	29	30	1

June 17th - Schaub Lake Fly In

July

Week	Sun	Mon	Tue	Wed	Thu	Fri	Sat
27	2	3	4	5	6	7	8
28	9	10	11	12	13	14	15
29	16	17	18	19	20	21	22
30	23	24	25	26	27	28	29
31	30	31	1	2	3	4	5

July 15th - Family BBQ & Fun Fly

July 26th - Night Flying (after club meeting)

August

Week	Sun	Mon	Tue	Wed	Thu	Fri	Sat
31	30	31	1	2	3	4	5
32	6	7	8	9	10	11	12
33	13	14	15	16	17	18	19
34	20	21	22	23	24	25	26
35	27	28	29	30	31	1	2

September

Week	Sun	Mon	Tue	Wed	Thu	Fri	Sat
35	27	28	29	30	31	1	2
36	3	4	5	6	7	8	9
37	10	11	12	13	14	15	16
38	17	18	19	20	21	22	23
39	24	25	26	27	28	29	30

September 30th - Schaub Lake Fly In

October

Week	Sun	Mon	Tue	Wed	Thu	Fri	Sat
40	1	2	3	4	5	6	7
41	8	9	10	11	12	13	14
42	15	16	17	18	19	20	21
43	22	23	24	25	26	27	28
44	29	30	31	1	2	3	4

November

Week	Sun	Mon	Tue	Wed	Thu	Fri	Sat
44	29	30	31	1	2	3	4
45	5	6	7	8	9	10	11
46	12	13	14	15	16	17	18
47	19	20	21	22	23	24	25
48	26	27	28	29	30	1	2

NOTE: November club meeting is a week earlier due to Thanksgiving.

December

Week	Sun	Mon	Tue	Wed	Thu	Fri	Sat
48	26	27	28	29	30	1	2
49	3	4	5	6	7	8	9
50	10	11	12	13	14	15	16
51	17	18	19	20	21	22	23
52	24/31	25	26	27	28	29	30

December 31st - Membership renewal deadline

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 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.

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 Niedzwiecke



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

