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# Bend Aero Modelers



## FLIGHT REPORT

FEBRUARY 2024



## Boeing 737 Max 9 Repaired

### Next Meeting



February 28 2024

6:00 pm at Black Bear Diner

Food available  
come early to visit and eat.

# FROM THE EDITOR



by Andy Niedzwiecke

Hello all ! I hope you are enjoying a building, repairing season. Some of us have tried several times to fly only to be shut down by wind and cold but we persevere. In the meantime we have managed to partially add some ballast to the safety fence with new materials in order to combat the “snaking” out of the rebar rods that have been there and managed to escape.

The plans for the Firecracker event for this summer are being hammered out and as soon as there is a solid plan, you will read about it in this newsletter. We will be looking for some volunteers ahead of time so be prepared to help out with this event because it is a community event and we want to show off our hobby.

If you have something of interest to report on or share or a project or plane that you want to share, please send it to me and I will make sure the membership sees it. I will also post a bulletin board for anyone that has something to share. No pictures just a short, very short description and a phone number.

That’s if for me but just below is a memo from our District XI AVP Chris Rankin.

Cheers *Andy*

AMA Northwest Jamboree returns to the Wenatchee Red Apple Flyers in Wenatchee WA. This is one of the nicest model fields in the Northwest and will host for 2024. Dates are June 7,8,9 of 2024. fliers and general info will be available in the next week or so. It’s a worthy event for anyone interested in model aircraft.

This is for all AMA members with periods of open flying. Actually it’s mostly open flying with the exception of designated turbine flying and flight demos. For safety reasons it was determined we should not mix the turbines in with general open flying. All aircraft are welcome, especially ducted fans.

So come enjoy a flying weekend with friends in beautiful Wenatchee, WA.

Christopher Rankin—District XI AVP



# FROM THE PRESIDENT



by Bill Broich



In these winter months flying time is at a premium, and I was curious as to what others in the club are doing while waiting for better weather.

In the past I would undertake some kind of building project, but my hanger space is full. At least until I can get more flying in and have an unplanned reduction in flyable aircraft. When I was a kid I would spend countless hours building plastic model airplanes. At one time or another I may have built just about every 1:72 scale Airfix kit my local hobby shop got in. World War 2 were my favorites, but I had everything from biplanes to the X-15. So I thought, why

not again?

Well 1:72 scale is a little too small for me now, so I graduated up to 1:48 scale. This is the same scale of the Skyraider model Tom Rainwater brought to the last club meeting to show his guide for adding panel lines and rivets to the much larger plane he is building.

D's at the time did not have any planes in stock, but Hobby Lobby had some, and they were 40% off. How could I resist? I picked up a B-15 and a P-40. The markings on the P-40 were for the American Volunteer Group, known as the Flying Tigers.

These first two turned out so well I then went crazy on line. I have since

completed a B-17, Maverick's Tomcat from Topgun, a Dauntless dive bomber, and a FW 190. I am currently working on F4U Corsair, and have yet to start a P-51, ME 262, and a Zero. I have a Fokker Triplane and a SE5a on the way. Maybe I need help?

A bonus to this is it also gives me more practice with the airbrush.

So until the weather improves I will be enjoying planes on a smaller scale. And they are a lot cheaper than a 90 mm EDF from Motion RC.



# AT THE FIELD



Even with the weather in the Wintertime here in Central Oregon, our members find openings to go out and enjoy the field. It is encouraged that if you want to go out, to send an email to members to let them know that you will be at the field. This works well and most times enjoying each other's company and stories when flying becomes impossible.



Bill Broich with his new 90mm F16. Weather didn't permit flying but he did taxi tests.

Youth member DJ Akins flying his new Eflite Commander



Typical union situation, three men working and one supervising. Terry McDaniel making sure that all safety rules were being adhered to.

Left and below, work crew working on ballast for safety fence. Foreground shows planes ready for launch after work party was through.





# MEMBER'S PROJECTS



## BY BILL BROICH

This will be Part Two of the transformation of the 90 mm EDF F-16 Falcon from two tone grey to arctic camo.

Before I go through the final painting process, a little more detail on the equipment/paints I used on this. I have always wanted to try airbrushing, but was a little intimidated by the cost and the spray process itself. I have never been good using the rattle spray cans of paint. I always got paint everywhere, drips on the finish, and it always seemed to use more paint than I thought it



All for the price of only \$129.99. I thought what the heck, and I had it in only a couple of days. For the Paint, I have used Tamiya acrylics on other projects. Alcohol based, and cleans up with only water. Doing some research on line I discovered that these Tamiya paints worked well, if diluted with Tamiya Acrylic thinner to the consistency of skim milk. So I did some experimenting on some scrap foam at various dilution levels, and found a 1:1 ratio gave the results I was after



As I related in Part One, I was not happy with how the “Best” airbrush was working, so I thought I would go to the other extreme and try the “cheapest” looking one. Instead of metal most of the handle is plastic, with a metal adjustment screw you set at your desired flow rate of paint. This was a process of trial and error to get the flow I wanted, and while doing this I determined my air pressure was too high. I dialed that back to about 15 psi from the 20 psi I was working at. At this point it all came together. Paint flowed at a good rate (at least for me), I could get a fair separation between the colors, and it became an enjoyable process

# MEMBER'S PROJECTS



## CONTINUED



The airbrush on the left is the one I had such trouble with. It was very difficult to control the flow of paint consistently. The one on the right had a set control adjustment dial (looks yellow right below the nozzle) that, once set, gave consistent results as I moved the brush around.

I was very pleased with the overall results when finished. I only ended up using about two bottles total of paint. The bottles are 23 ml each, and most of that is the alcohol that evaporates while the paint dries. So it only added a few grams of weight to the plane. This worked so well that I am now wondering if I can come up with a brighter scheme for my Avanti 2. Here is the finished plane:



As well as this went, I am now contemplating what my next "learning" project will be.....I have been looking at 3D printers so Maybe?????????



# SHOW & TELL



January Meeting



Tom Rainwater showed some of the processes he's using in the 1/5 scale build of his A-18 Skyraider. The piece he brought in showed the meticulous realism of the finishing touches of the surface construction showing the rivet and panel patterns in remarkable detail



Bill Broich showed his Freewing 90mm F16. This is the plane that he featured in his airbrushing story from last month and this month. He did all the camo himself.



Andy Niedzwiecki with his Freewing 64mm F18



Dennis McMahon with his 800mm Dancing Wings SE-5A Bi-Plane



# SHOP TALK



This edition of shop talk features the shop of member Allen Wright.



I added a model shop in the back yard using a purchased 12' x 16' kit shed from Home Depot. It is insulated and has a small wall A/C unit. The main building tables are made from door that came from a commercial office remodel. I put in lots of shelving to store stuff and left the roof beams exposed to hang planes



I have three main large power tools; fret saw, drill press, and belt/disk sander. On the front table I have a large magnifying glass with spot light for close work. I also have two Dremel tools for various cutting and sanding jobs. My main hand sander is a 1/2-inch drum sander on a flexible shaft that allows for easier close work.



The space is tight and cluttered but very workable



Lots of Container Store boxes and bins



# OBITUARIES

Rest In Pieces



Here is DJ Akins, our new youth member, with his Freewing L39 Albatross. DJ is an experienced pilot but this was his first EDF (electric ducted fan) for those of you who do not know. It was really windy and the wind was a direct cross wind. He thought about it for awhile and decided to give this maiden a go. Well the cross wind got the best of DJ and his plane, so now he is saving up for repair parts.



Mike Chappell almost (I think) set a record for number of mishaps in a single day. To the left is a picture of Mike just before putting his F14 into the air....bottom left is the F14 after the flight. Then he took his F22 Raptor up for a flight and the results are shown in the bottom left. Not pictured is his Mig 29 which suffered a similar demise probably caused by the new vectoring nozzles he just recently installed. It's too bad the crash trophy is not longer existent or he would own it. All this is in good fun Mike, you are an excellent pilot and it happens to us all.



# Bend Aero Modelers - 2024 Club Calendar

 Club Meeting	 Schaub Lake	 Firecracker Fun-Fly	 Club Christmas Party (TBC)	 AMA Charter Filing Deadline
 IRS Form 990-N Filing Deadline	 Club Membership Renewal Deadline			

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

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

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

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

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

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

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

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

September							
Week	Sun	Mon	Tue	Wed	Thu	Fri	Sat
36	1	2	3	4	5	6	7
37	8	9	10	11	12	13	14
38	15	16	17	18	19	20	21
39	22	23	24	25	26	27	28
40	29	30	1	2	3	4	5

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

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

December							
Week	Sun	Mon	Tue	Wed	Thu	Fri	Sat
49	1	2	3	4	5	6	7
50	8	9	10	11	12	13	14
51	15	16	17	18	19	20	21
52	22	23	24	25	26	27	28
53	29	30	31	1	2	3	4

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



# 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](http://modelaircraft.org)

## Academy of Model Aeronautics National Model Aircraft Safety Code

Effective January 1, 2018

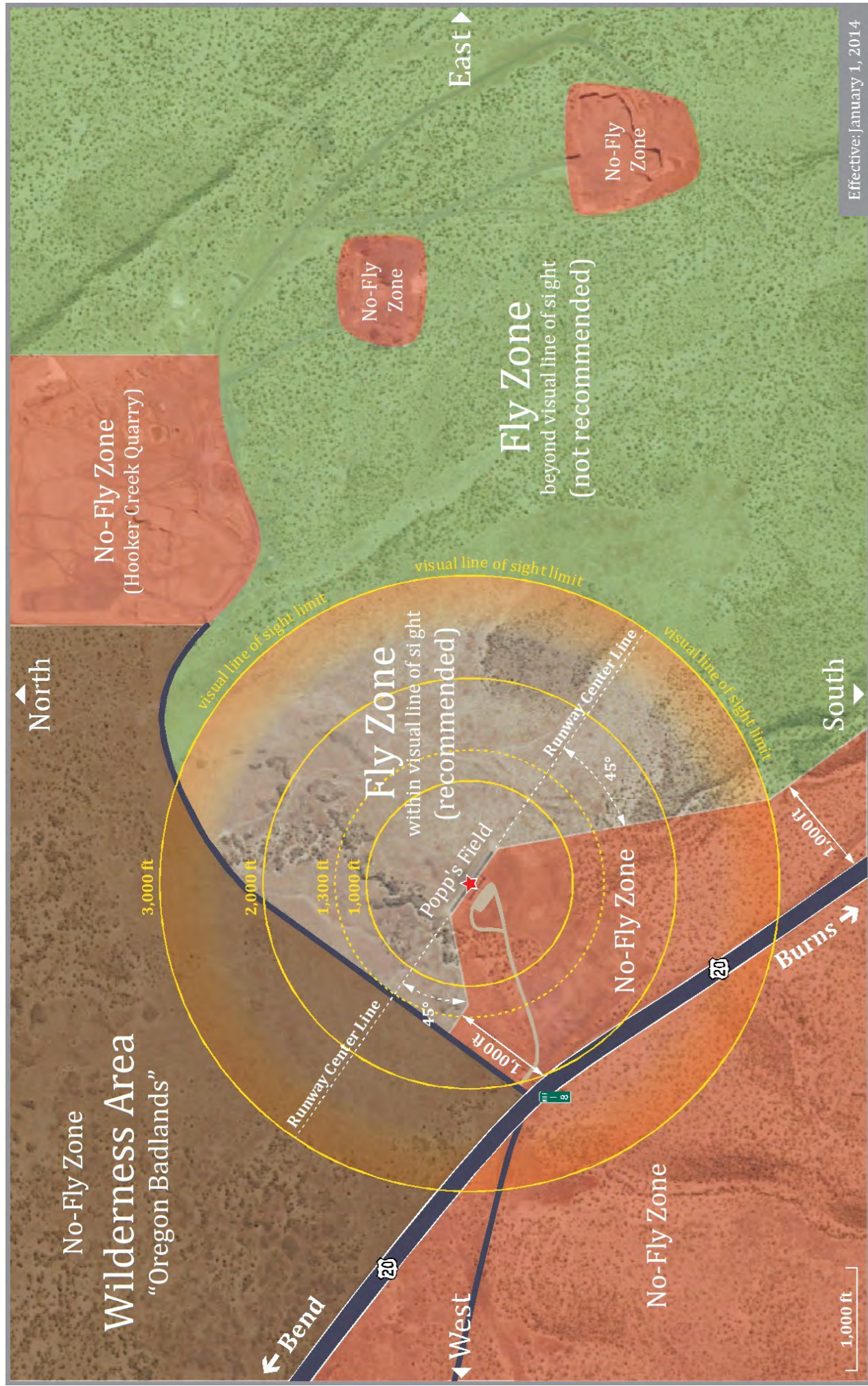
**A model aircraft is a non-human-carrying device capable of sustained flight within visual line of sight of the pilot or spotter(s). It may not exceed limitations of this code and is intended exclusively for sport, recreation, education and/or competition. All model flights must be conducted in accordance 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](http://modelaircraft.org/files/100.pdf)**





★ Popp's Field: Latitude 43° 56' 42.34" N / Longitude 121° 1' 16.21" W