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Bend Aero Modelers



FLIGHT REPORT

NOVEMBER 2024

Warning, this months newsletter was crafted by a complete rookie. I picked up here where Andy has left off. Some of this is by now old new, but still should be shared. I will strive to get this out regularly. I am responsible for any errors, mistakes, poor grammar, misspellings. I am learning this as I go.

**Next Meeting
Take Note!**

Next Meeting

November 21, 2024

6:30 pm at Black Bear Diner

**Food available
come early to visit and eat.**



FROM THE PRESIDENT



by Bill Broich



It has been an eventful summer. What with fires giving us smoky skies, unusual heat making standing in the sun uncomfortable, flying days were somewhat curtailed. Even so, many of us got out to the field when we could.

In particular, we had a huge turnout a few Saturdays ago. Over 20 pilots were there at any one time, and we even had some spectators. Waldemar was giving flying lessons to two new pilots, and we had a wide mix of planes. The only time we have had a bigger crowd was at one of our events. Multiple planes would be in the air at a time. And with all of this going on, there were no issues or near accidents. Everyone called out their intentions, pilots in training were given a wide berth, and pit area safety was observed. It was a fantastic day for everyone. I encourage everyone to use the BAMRC email address to let club members when you are going out to do some flying. It is always more fun with others are out at the same time.

As most are aware our club VP Andy has moved to the valley. His spot as VP has been accepted by Alan Shrum. Thank you , Andy, for all that you have done for the club. You were part of the group that could always be found out at the field, even if the weather was uncooperative. You will be missed, but Lyons isn't that far for you to venture over here occasionally to get a few flights in for old times sake. And thank you Alan, for filling in for Andy.

In addition to his VP obligations, Andy also was the editor of our club newsletter. I have taken that responsibility, and have had a bit of a learning curve with Publisher, the software used to make our newsletter. This is my first stab at this, so it won't be as in depth as it has been. I will get better at this. But what would really help is to get input from members for content. A plane you have recently received, something you are building, a new tool, your workspace layout. Anything and everything would be appreciated.

To calm winds and blue skies.

BAM Christmas Party

Saturday December 14, 2024 at 5:00

Tim Peterson's Place

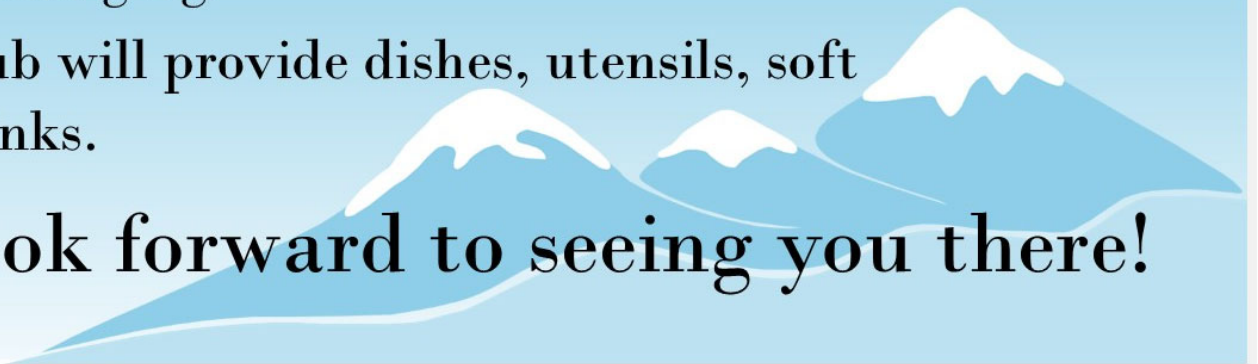
23670 E. Hwy 20

On Hwy 20 on the way to the club field. Just past Dobbs Road the first house on the left.

Bring a dish to share of your choice. RSVP to Bill Broich (broich.bill@gmail.com) or Tim Peterson (Tim74fl@gmail.com) to give us a head count and to know what you will be bringing.

Club will provide dishes, utensils, soft drinks.

Look forward to seeing you there!



SHOP TALK



This month we feature the shop of Alan Schrum. Alan is known for his gigantic gliders and now you can see where he builds them. Alan submitted some great verbiage so I'll let him take it from here.

My work space is split between two areas. The first is a portion of our family room area. We don't spend any time there so I took over- need to make the space useful, after all! The glider on the table is an Sig 100 Riser, modified with a motor and folding prop. I just finished it up; I bought the kit from Alan (the other Alan) last summer.

The tables are just 6' plastic folding tables, but the work surface consists of a hollow core interior door and a special sound board for pinning. Tv and stereo are nearby for background noise. The toolbox has most of the building tools needed for airplanes.

The second area is in the garage. The table has a table saw and miter saw built in, flush to the table top. The miter saw is removable and can be stored below, then the shelf it sits on is repositioned to be flush with the tabletop. There are T-tracks built in, and a woodworking vice on the side. A power strip is mounted on the far side. Where this table really shines is the built-in vacuum system. I positioned my shop vac under the top, then ran 2-1/2" hose to both saws and a third port for smaller tools, such as an orbital sander, or extension hose for sucking up messes. I installed a vacuum switch, which automatically turns the suction on when one of the saws is turned on. I installed blast gates to shut off flow to the tools that aren't in use.

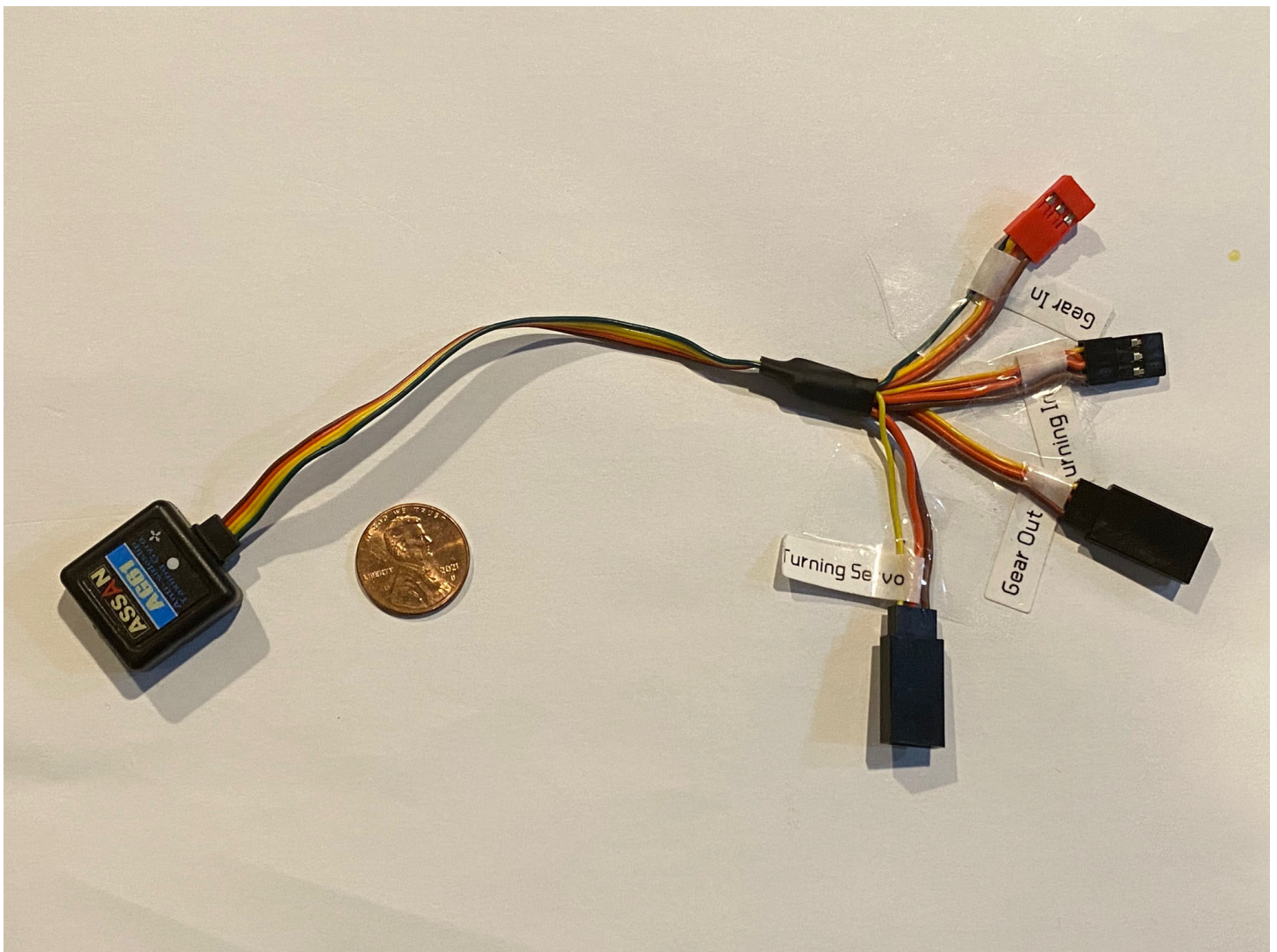
Drill press and band saw are on the other workbench, along with a mechanical vice, and other garage goodies.

One of these days I'll be all grown up and will have evident up in one area... I hope. Need more space for airplane storage!



STEERING GYRO

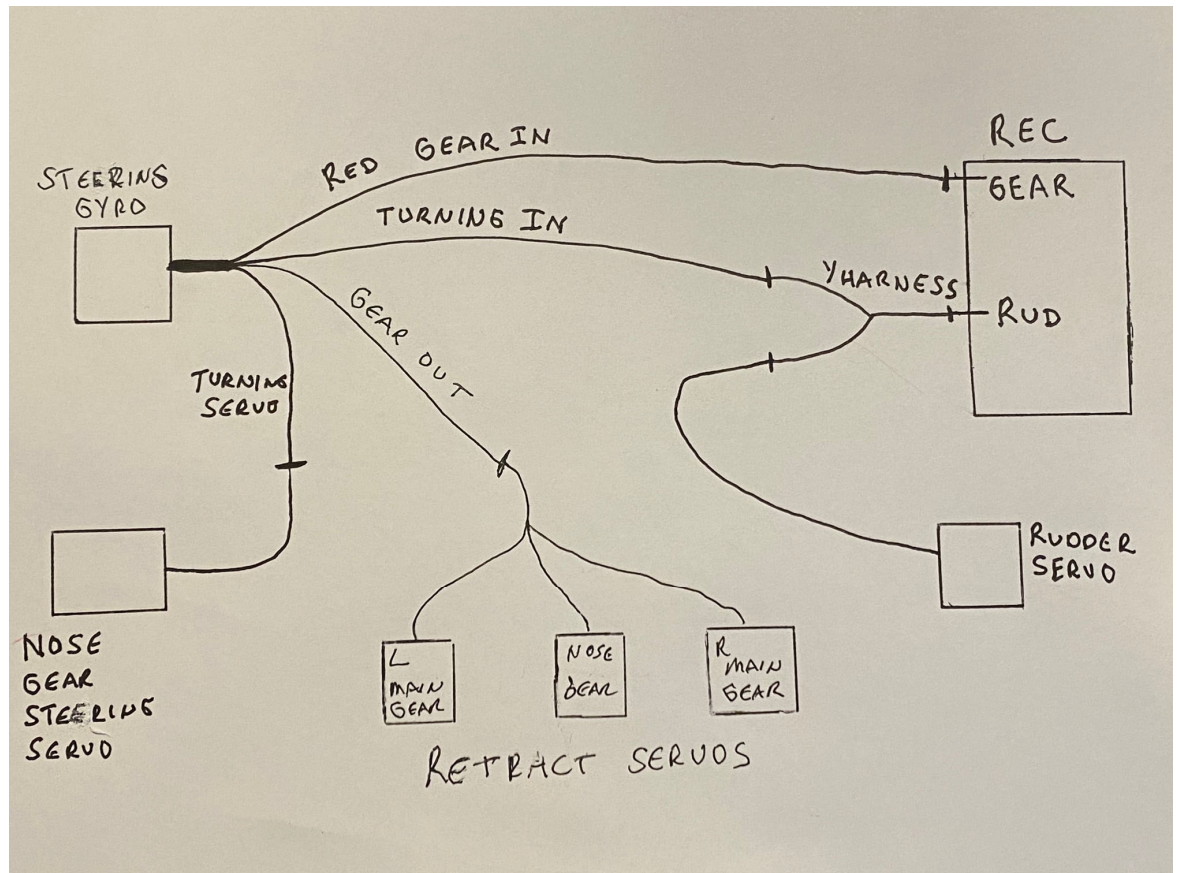
Out at the field on any given day that members are flying, you will notice an increasing number of the planes are EDF jets. One of the challenges of these planes is most require an exceedingly long take off roll. For me, this always caused problems with over correction, resulting in many aborted take offs, or worse, going off and crashing into the safety fence. One day Mike C. told us he had discovered something called a Steering Gyro. It has been a game changer.



As you can see, it is not a large device, and has four leads coming out of it. The instructions that come with it are just slightly better than useless, and it took watching several videos to see how to get it connected so it would work properly.

The first thing not told to you in the instructions, is you need to have a Y Harness. As you can see in the first diagram, the single end of that gets plugged into the RUDDER port on your receiver. Then just follow the diagram to know what lead goes where. The red lead labeled GEAR IN gets plugged into the GEAR port on your receiver. The lead labeled TURNING IN is plugged into one end of the Y harness. The lead from the rudder servo gets plugged into the other half of the Y harness. The

lead that was plugged into the GEAR port on the receiver is plugged into the lead from the Turning Gyro labeled GEAR OUT. And finally, the



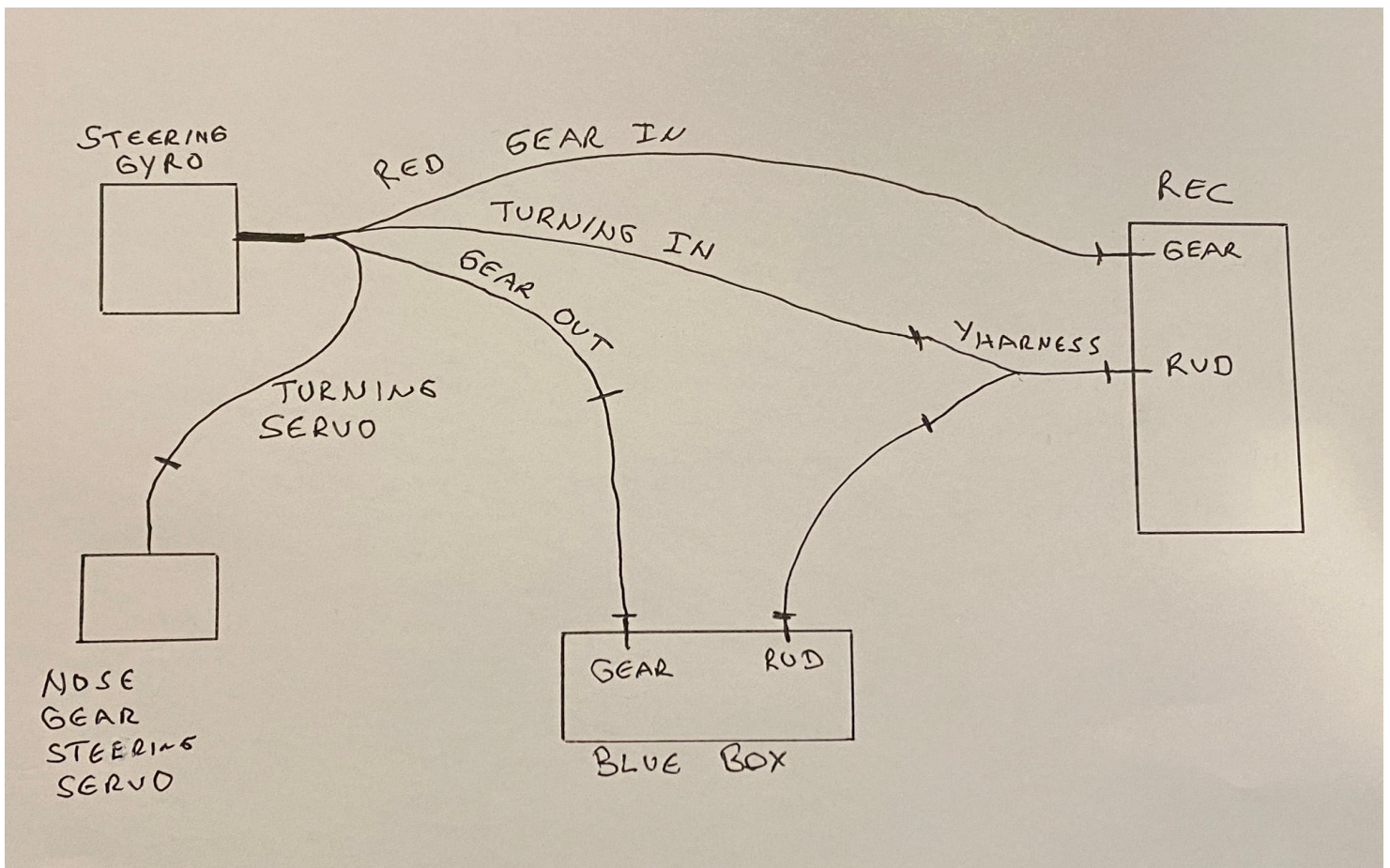
lead from the nose gear steering servo gets plugged into the lead from the Steering Gyro labeled TURNING SERVO.

How does all of this work? When your landing gear is retracted, absolutely nothing is impacted. Your rudder functions as normal, and no input is sent to the steering servo. But when the gear are extended, the servo will try to keep the plane on whatever heading you settle on. For take-off, this means you get lined up on the runway, wait 5 seconds or so for the gyro to recognize what is straight ahead, and

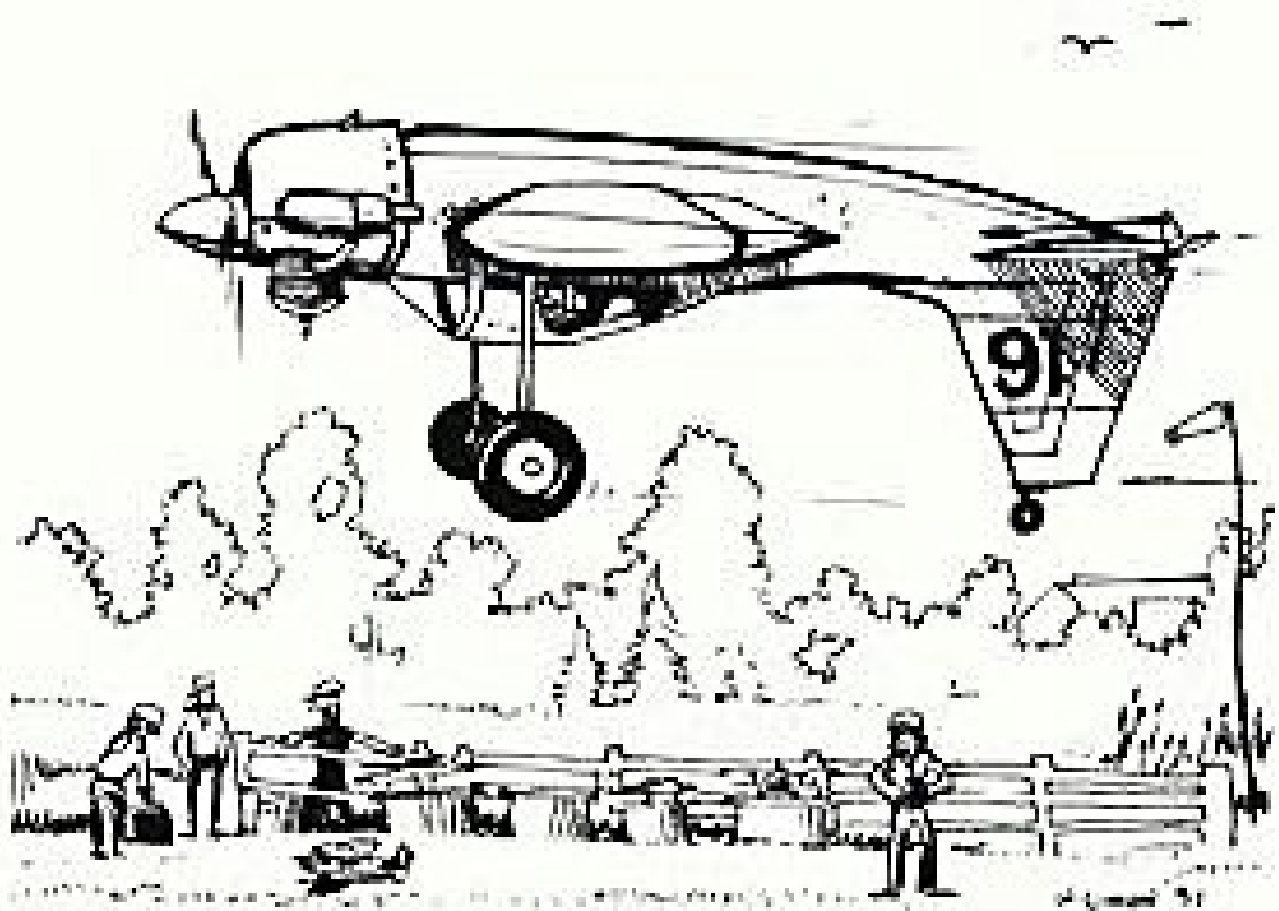
then give as much throttle as you want. Any tendency for the plane to want to drift due to wind or misaligned wheels, the gyro will correct and put you back on the original straight line. If you decide it is aiming a little too much one direction or another, you adjust with the rudder stick, just as normal. It will now take that as the new direction you want.

The only adjustment you may need to make, is if upon first powering up your plane with the gear down, movement of the plane does not cause any change in the nose gear direction. This happens if you are out of sync, the gyro thinks the plane has gear retracted. The instructions do an adequate job of explaining how to correct this, and this has happened to me a few times.

Most planes from Freewing/Motion RC have what they call a “Blue Box” to help tidy up all of the servo leads. I have included a diagram of how to make your connections if you have one of these.



These are available from RC Castle, they call it ASAN AG61 Anti sideslip Front Steering Gyro, and sell for \$23.98 plus shipping from China. They are very fast on order turn around, usually going out the next day. To me it is cheap insurance and one less thing to worry about on take-off. Unfortunately, it only works for planes with nose gear, no tail draggers.



*... HE SAYS IT TAKES THE SWEAT
OUT OF FLYING INVERTED ...*

BAM Bulletin Board

I have a new assembled Eflite 80mm F16 Thunderbird BNF with the upgraded metal wheels and steering gyro. It also has the 5280 RC Truefire & Bluefire LED Afterburner I paid \$85 for, but it didn't turn on when I just plugged it in. I'm not sure if it's the wiring or what, so I don't want to say it will definitely work although it did the last time a while ago when I plugged it in. I would like \$450 for it I paid \$599 plus the wheels + steering gyro + afterburner (again can't promise it's working). Contact Patrick Combs at 541-977-1837 or email at patrick@dftoregon.com



For Sale are two Eflite 1.2m Warbirds, a F4U Corsair and a P47. Both have a Spektrum AR631 AS3x/SAFE receiver and an Avian 70amp ESC which provides reverse thrust capability. Both planes have retracts and flaps. Each uses 4S batteries. The Corsair has never been flown and the P47 has been flown once for its maiden. Neither plane has any defects. The pictures are not the actual planes. Both planes can be bought for \$200 each with receiver or \$175 each without receiver. Contact Andy at 541-508-6256 or email at nied1943@protonmail.com



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 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.

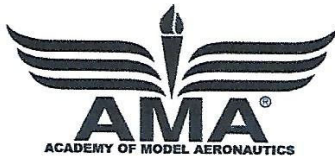
SAFETY REPORT continued



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 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

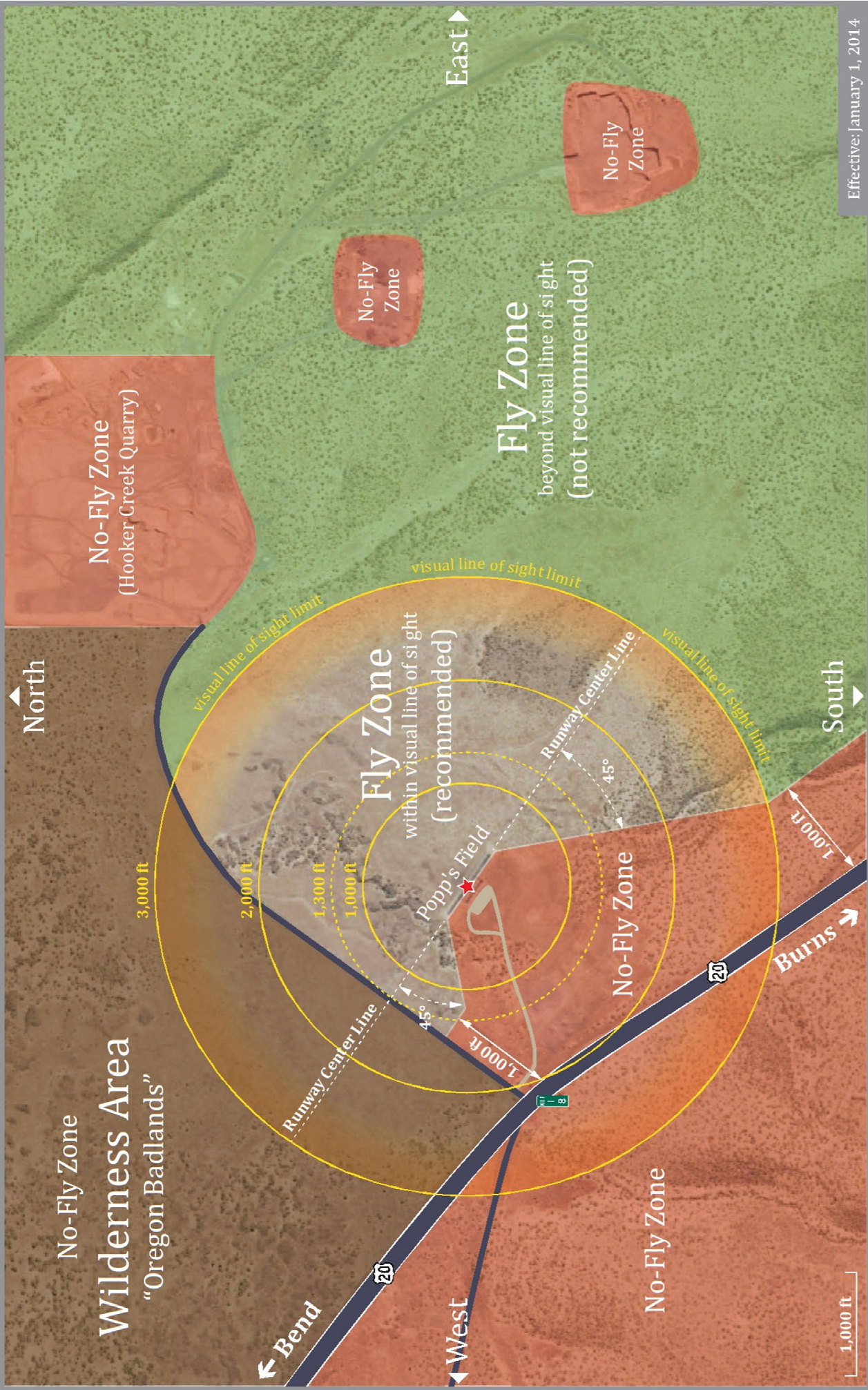
A model aircraft is a non-human-carrying device capable of sustained flight within visual line of sight of the pilot or spotter(s). It may not exceed limitations of this code and is intended exclusively for sport, recreation, education and/or competition. All model flights must be conducted in accordance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



Effective: January 1, 2014

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

No-Fly Zone
 Wilderness Area (No-Fly Zone)