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Bend Aero Modelers



FLIGHT REPORT

JANUARY 2025

Welcome 2025!

And Congratulations to Jim Young and Dave Reiss. They are the newest members promoted to Emeritus Status. Thanks to both of you for all of you have done for BAM over the years.

**Next Meeting
Take Note!**

Next Meeting



**Wednesday January 22.
2025 at Black Bear Diner at
6:30. Come early for food
and plane talk**

FROM THE PRESIDENT



by Bill Broich



After consultation with a few asphalt repair companies and consideration of alternate options, I believe there is a realistic viable option for the club to consider.

A representative from Advantage Sealcoating came out to the field, observed our runway issues, and had a reasonable plan for immediate issues, and a solution for longer term maintenance.

Initially, probably in April, he and a crew would come out and refill the cracks with a hot repair with a asphalt/rubber like material, then reseal the with an overlay at the crack edges. The cost for this would be \$3,850.

For ongoing maintenance after that he suggests yearly overlay at the cracks to prevent obvious separation and to keep out water in the winter. With this yearly maintenance we could go multiple years before having to deal with the cracks again.

To do this yearly maintenance Advantage has offered to sell to the club a piece of equipment. It is a smaller unit than he normally uses. He purchased it for one job where he could not get his regular sealer down to the site. It was used only at that one job, and he now refers to it as his boat anchor. To buy one online they generally run about \$1,500 and up. He would let us have it for \$200. We could buy the asphalt blocks used in the unit as needed. Here is a picture of the unit, and what the job it does at sealing cracks.

continued



Longer term replacing the runway with concrete, upon closer inspection, is a viable solution when done in sections as funds allow. For every 10 feet length of runway, at a wider 34 feet width, with a compacted surface of $\frac{3}{4}$ minus, would be about \$2,500. That would be for material only, with labor supplied by the club.

We would start at one end and cut out a section, replace it with concrete, and continue that as funds and energy allow. It may take years to accomplish, but the club would end up with a relatively maintenance free runway that will take us well into the future. With minimal interruption of field usage. We would set up a Go Fund Me account to help with costs, and other fund raising methods could be employed to speed up the process.

We can discuss these options at the next meeting to decide what direction the club members want to go. I propose we buy the sealer for the \$200. Schedule the repair to be done in April, or when the weather permits. And begin gathering funds for the incremental replacing the runway with concrete.

Come to the meeting to let your voice be heard. If you have some strong feeling on this, but are not able to attend the meeting, voice your concerns to anyone on the EC before the meeting. I don't want Monday morning quarterbacks voicing objections after the fact.

BAM Christmas Party 2025

It was another great time by all that were at the BAM Christmas Party this year. Once again the Peterson's went above and beyond to make sure it was another successful event. Attendance was a little down over last year, but driving that night was a little treacherous. I was having a little too much fun to get many pictures, but did manage a few. I'm already looking forward to having this again next year.



UNUSUAL AIRCRAFT

Member Bob Ingram submitted this. Probably under the heading “Believe It or Not”

In May 1958, CIA pilot Allen Pope was shot down and captured during a covert bombing raid against the Indonesian Navy during the Indonesian Crisis. After learning that Pope was being held on house arrest at a jungle resort on the slopes of Mt. Merapi, and had freedom of movement outside, the CIA’s Technical Services Staff came up with a plan to air-drop an inflatable airplane to him, so he could rescue himself.

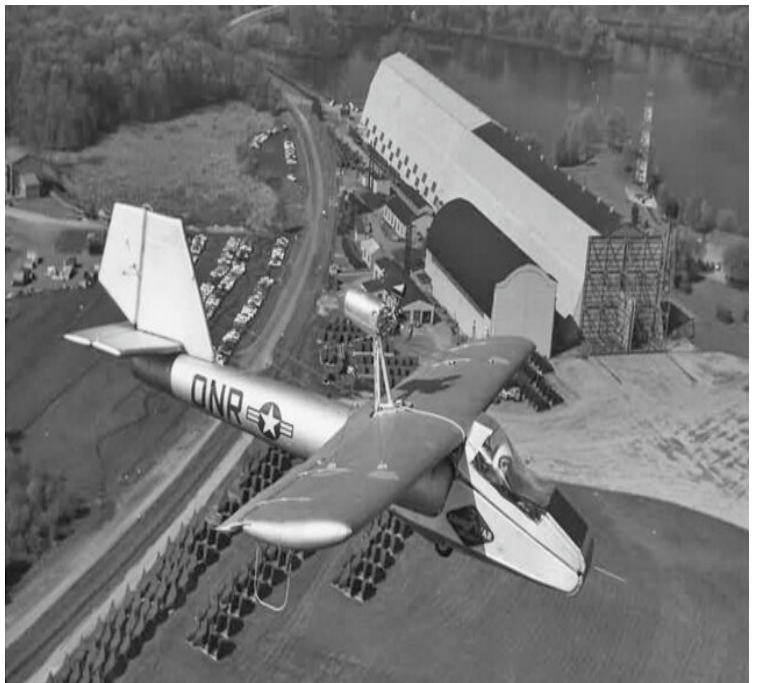
The CIA turned to the Goodyear Tire and Rubber Company, who had already been working to develop an inflatable rubber plane called the Inflatoplane, including single-seat and dual-seat designs.

The single-seat model could be folded down to 44 cubic feet with a 40-hp engine and propeller strapped on top. There was also an onboard air compressor to maintain positive pressure during flight, even if the aircraft were punctured by several .30 caliber bullets. The Inflatoplanes had relatively low top speeds and range but were considered more than sufficient for the Pope rescue scenario.

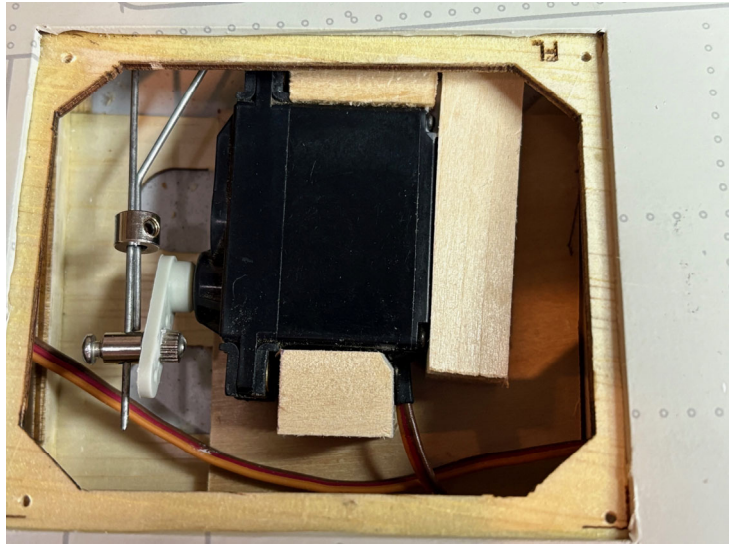
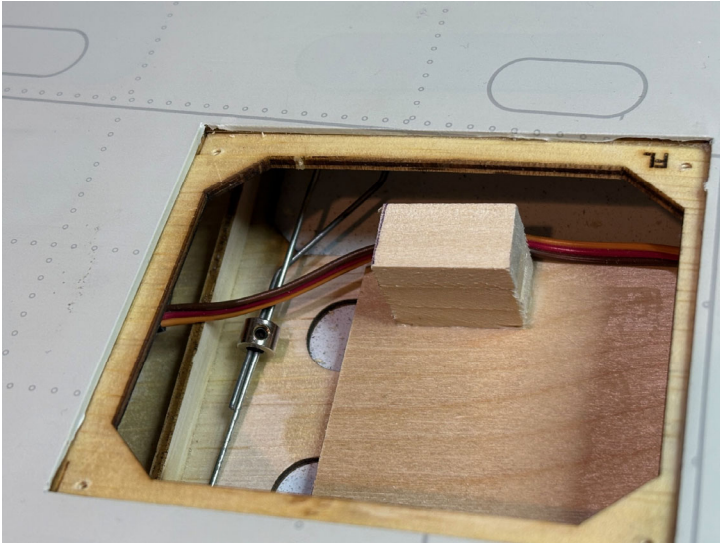
Inflatoplanes were designed to be filled with compressed air from a canister, but the CIA filled the fuselage with water-activated chemical pellets instead. Pope could simply pour water into the reservoir, which would react with the chemical pellets, filling the rubber fuselage with an inert gas. Pope could then fly himself to safety.

The prototype was tested and determined to be functional, but the rescue operation was ultimately canceled for unknown reasons. Pope remained under house arrest until 1962, when he was released after diplomatic negotiations. But at least one report stated he was rescued by paramilitary operatives. Pope returned to service with the CIA afterwards as a pilot on covert missions.

Years later when another mission offered the potential of using the inflatable airplane, CIA technicians pulled it from the warehouse only to discover that the rubber was dried up and cracked due to lack of maintenance. The prototype was discarded, never to be used again.

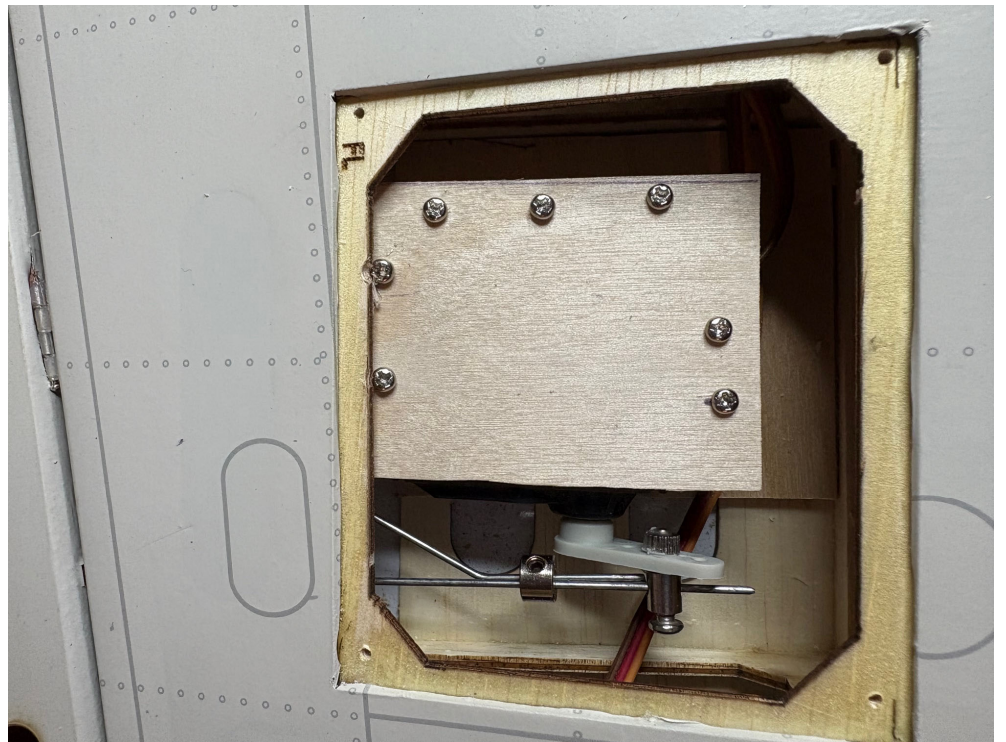


So I added some bass wood blocks (Harder than Balsa but not much heavier) to a 1/32 plywood base in the opening. I connected the servo to the control arm, and used



some white glue to secure the servo in place, and added a 1/32 plywood cover held in place with screws to lock it all in. It maybe overkill, but it seems to be working.

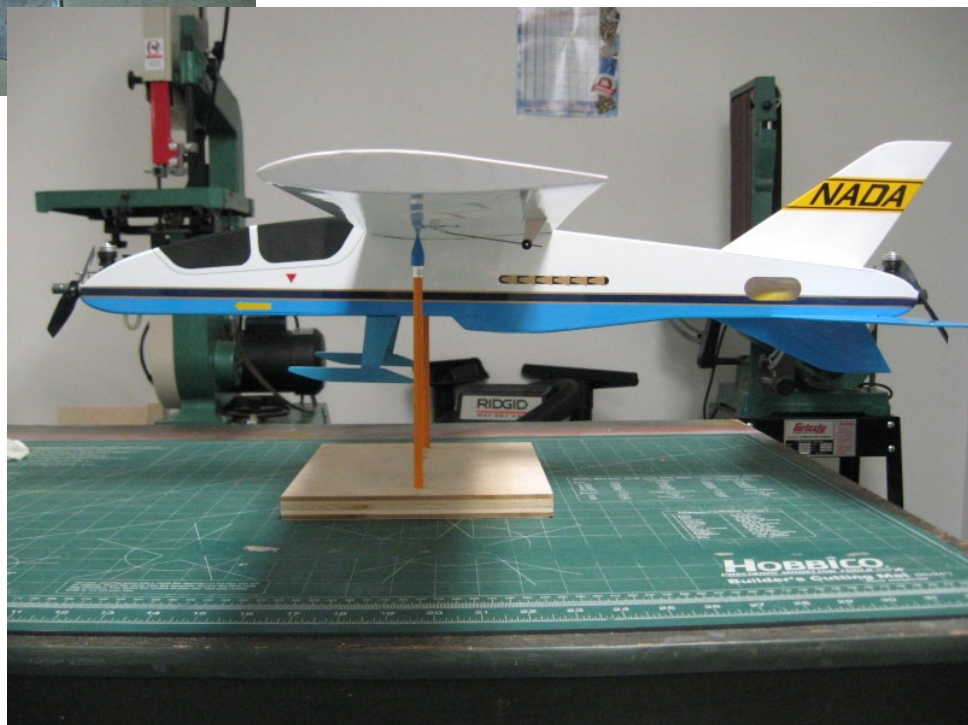
That's where I am right now. I send more updates as they happen.



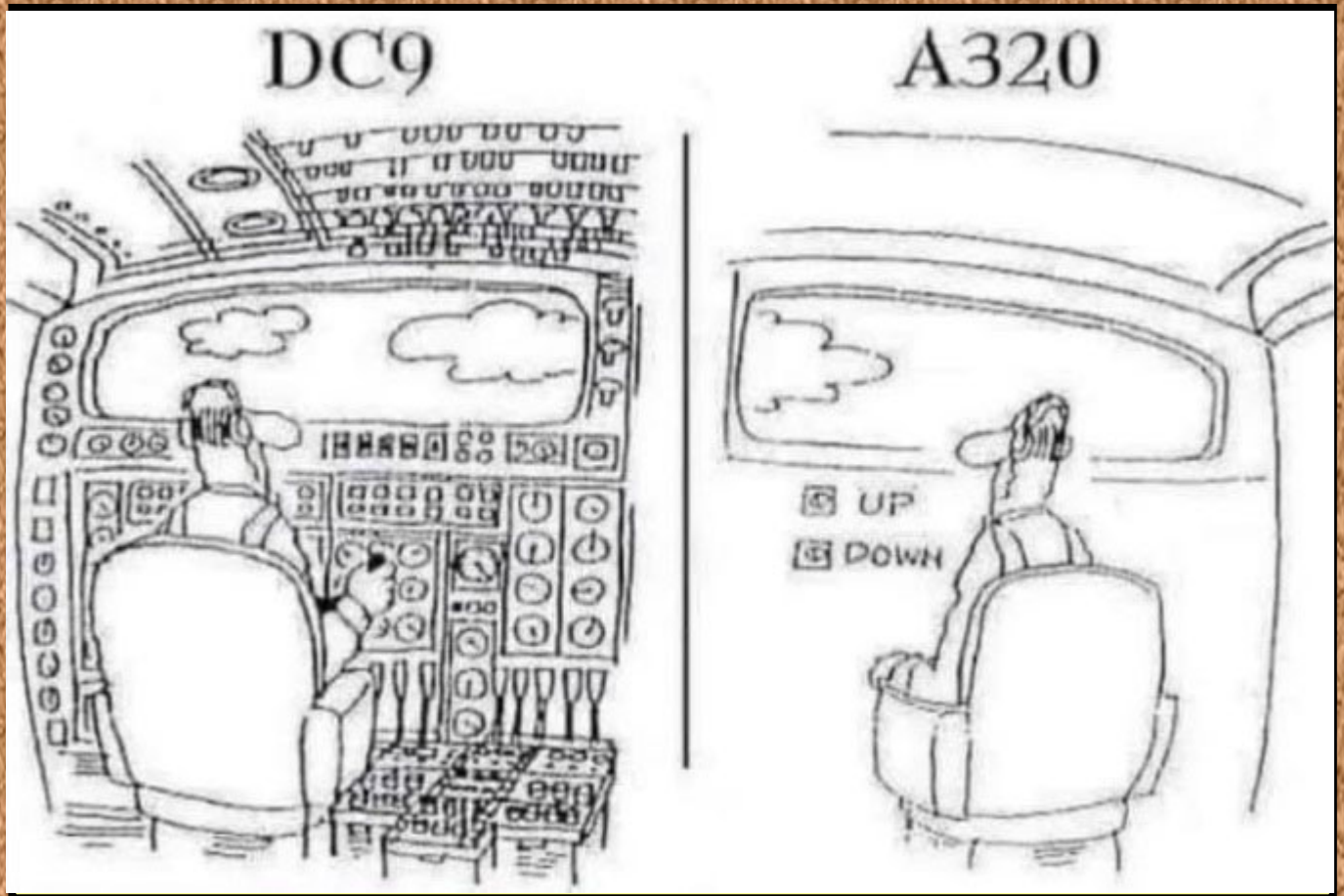
But wait...There's more!

Club member Steve sent this out as an Email to the members, but maybe some didn't see it. And I am not above grabbing some good content.

Hi Pilots, We all know how important Center of Gravity is to our aircraft. I would like to share a simple C.G. balancer anyone can make! I bought a pack of angle tipped erasers at Walmart for .98 cents. Pencils are used because they are cheap and strong. Drill holes spaced 1" apart to allow for width adjustment. You might need to use dowels instead of pencils depending on your particular aircraft. EZbalancer lite sells for \$104 or you can make this for cheap. Happy Flying, Steve R



BAM Bulletin Board



Even more space to
sell stuff!!

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.

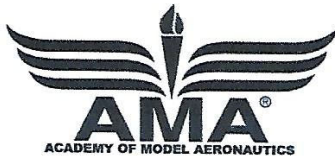
SAFETY REPORT continued



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

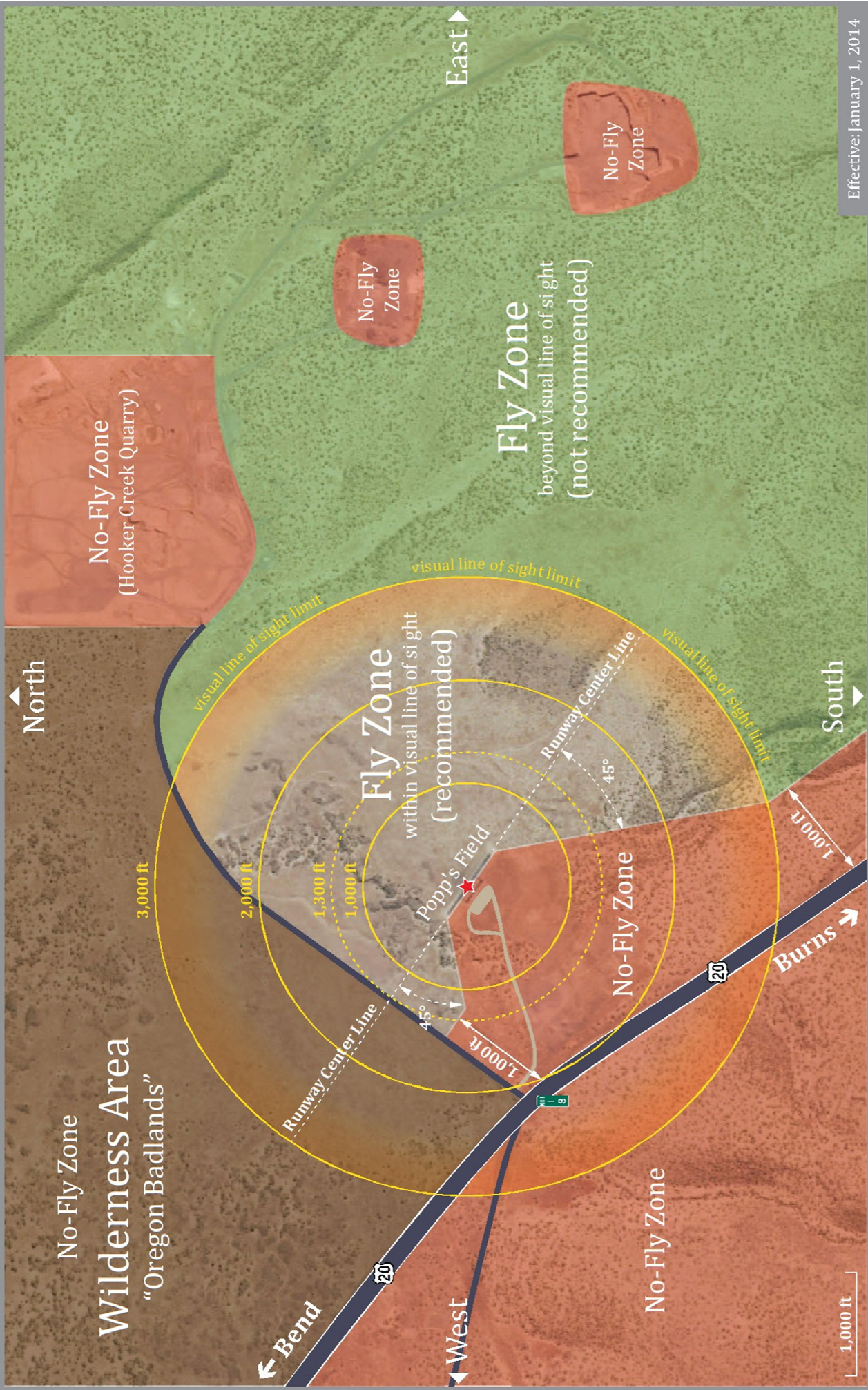
A model aircraft is a non-human-carrying device capable of sustained flight within visual line of sight of the pilot or spotter(s). It may not exceed limitations of this code and is intended exclusively for sport, recreation, education and/or competition. All model flights must be conducted in accordance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