

BEND AERO MODELERS



FLIGHT REPORT

AUGUST 2013



BAM President, Waldemar Frank, presented the quarterly OUTSTANDING MEMBER AWARD to Greg McNutt at the July meeting for his numerous contributions to the club's activities and goals. Greg has been a member of BAM for only a little over a year but he has become a driving force in the success of the club. Congratulations Greg!

Next Meeting

August 27, 2013
6:30 pm at Jake's Diner

Food available
come early to visit and eat.



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FROM THE EDITOR



by Andy Niedzwiecke

Where does the time go? Here we are almost at the end of the summer but still with a lot of happenings in front of us. The second pylon race of the season is behind us and so is the combined event with BAM and the La Pine RC Flyers but there is more ahead, like a work party on August 24th to finish the interior of the clubhouse. We have also received an unforeseen donation from Dan Clark, who used to be a member of BAM but now belongs to the La Pine club. His son has a "like new" wood stove that he cannot use so Dan offered it to Waldemar at the BBQ and Waldemar thanked Dan for the gracious offer. Now, once the interior of the clubhouse is finished, we will install the new stove and install an improved stove pipe system.

Next, on August 31, the 3rd pylon race of the season and this race will be at the La Pine RC Flyers field. That brings me to my next point. Where is everyone when these races are going on? The events are always in need of volunteers so they free up the pilots to compete. And where are some of the people that like to go fast? This is a perfect opportunity for some of you to use that extra adrenaline and tear up the skies while maybe beating some of your fellow club members to the finish line. And besides volunteers and pilots.....where are the spectators? These races are a lot of fun and as the pilots have gotten some experience under their belts the races are getting closer and a lot faster. You ought to give coming out and watching a try because you'd be surprised how entertaining the races can be.

You will notice at the end of this newsletter that we have included a new set of "safety guidelines" for Popp's Field. Jason has done a very good and thorough job of taking input, making observations and sorting out what is necessary and what is not. The EC has reviewed the guidelines and approved them for a starting point. If anyone sees anything as being not necessary or unduly restrictive, please feel free to comment to Jason so he can review and possibly implement change. Safety is an important part of enjoying our hobby.

Also, a fire extinguisher has been purchased and is housed in the box in the clubhouse. If you are the first one at the field, please unlock the box so the fire extinguisher is available if needed. In the near future we will also be adding a first aid kit in the clubhouse box as well.

That's it for this month, and I hope you enjoy your newsletter. As always, submissions are welcomed!

Andy

Welcome



NEW MEMBERS



John Fetters joined our club at the last meeting. He is new to the hobby and has been working with Jason Westlind and Waldemar learning the basics at the Pine Nursery. He has recently purchased a Phoenix flight simulator and a Parkzone T28 Trojan complete with a Spectrum radio. He also was a cook at our BBQ on August 17th so he didn't waste any time getting involved with the club. Welcome John!!!

FROM THE PRESIDENT



Message from the President

by Waldemar Frank

Dear Members, Fellow RC Pilots, and Interested Readers:



Summer has reached its peak and the many sunny days provide plenty of flying opportunities. With our park flying, weekend gatherings, and club events we sure are lucky to have this great weather here in Central Oregon.

And while this nice weather lasts, we also have some remaining projects left for this year to add some enhancements to our flying field. I am specifically referring to our club house project that we had discussed off and on. Now that we have installed the concrete floor in the club house, it only makes sense to continue with some finishing touches to the interior walls and smaller repair work to the outside structure to prepare for the upcoming winter season.

The bigger job will involve applying drywall (soon) and eventually painting the inside (possibly next spring). A work party is scheduled for August 24, which will mostly focus on the drywall project. It will also involve repositioning the stove and replacing some of the duct work to ensure that the stove can be used once the colder weather moves in. Essentially, the goal is to make the club house a habitable place that members can use during colder weather when at the flying field.

In the past, the club house was mostly used as a storage unit, which we would like to avoid. Although we will continue to store selected club assets inside the club house, we don't want it to become a dumping ground for junk. In addition to the drywall project, the work party may also involve replacing some of the (spectator) fence posts to prevent a potential collapse due to strong winds. Several fence posts are no longer providing adequate structural support and more or less are held in place by temporary steel T-posts and the wire mesh fence itself.

On a somewhat related note, AMA has recently changed their grant application process for field improvement/development projects and I would like to include any expenses for the club house project in the application so we can combine it with the concrete project work. Grants are up to 10% and no more than \$4,000 and must be submitted to the respective District VP during the current application cycle (by March 1, 2014).

There is no guarantee that clubs automatically receive a grant for a completed or pending project, but it's worth a shot and we have nothing to lose. Grants are awarded by May 1 of the affected application cycle (May 1, 2014). Since the application deadline is in March, we could also discuss other projects that we could be implementing and submitting by then (to improve our chances for being awarded a grant).

We certainly have more work to do and it would be great to get some of it done this year. I hope to see some volunteers to help with the work party on August 24.

See you at the flying field!

Sincerely,

Waldemar Frank

BAM President

CLUB 40 RACING



Second Event at FOD, 1st Place
Darrell Loveland



Second Event at FOD, 2nd Place
Waldemar Frank



Second Event at FOD, 3rd Place
Bruce Burgess



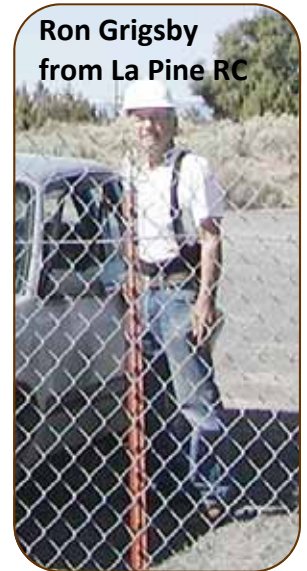
Rick Burgess Tallying Scores
and double checking.



Bruce Bur-
gess getting
ready for
action



Rick Burgess and Waldemar
Frank marking the starting
line



Ron Grigsby
from La Pine RC



Joe Stone and Rodney Kel-
ler from La Pine RC Flyers

The action was fast and furious at the Field of Dreams in Redmond as the second pylon event of the year took place on July 27. There were fast races and many close calls but no damage and a lot of fun!



Pilots and volun-
teers pose just
before the start of
the first race.

CLUB 40 RACING

continued



Season Standings	Points
Darrell Loveland	38
Bruce Burgess	37
Waldemar Frank	35
Rick Burgess	30
Joe Stone	27
Rodney Keller	15
Tony Bass	14
Greg McNutt	13
Ron Grigsby	12

Race 1 (May 18, BAM)

Pilot	Score	Efficiency	Heat 1	Heat 2	Heat 3	Heat 4	Heat 5
Bruce Burgess	19	95%	3	4	4	4	4
Darrell Loveland	18	90%	4	4	3	3	4
Joe Stone	17	85%	4	3	4	3	3
Waldemar Frank	16	80%	4	4	0	4	4
Tony Bass	14	70%	3	3	2	3	3
Greg McNutt	13	65%	0	2	4	4	3
Rick Burgess	13	65%	2	3	3	3	2

Race 2 (July 27, FOD)

Pilot	Score	Efficiency	Heat 1	Heat 2	Heat 3	Heat 4	Heat 5
Darrell Loveland	20	100%	4	4	4	4	4
Waldemar Frank	19	95%	4	4	4	3	4
Bruce Burgess	18	90%	3	4	3	4	4
Rick Burgess	17	85%	3	3	4	4	3
Rodney Keller	15	75%	4	2	3	3	3
Ron Grigsby	12	60%	3	3	3	3	0
Joe Stone	10	50%	2	3	0	2	3

WINGS AND WHEELS AT THE PRINEVILLE AIRPORT



by Waldemar Frank

Wings & Wheels Event at Prineville Airport



The Wings & Wheels event has been a regular occurrence for the past few years here in Central Oregon from what I understand and typically takes place at the smaller local airports such as Sunriver or Prineville. As a matter of fact, many small airports in the US host events like “Wings & Wheels” on a regular basis.

In simple terms, the Wings & Wheels events feature a collection of vintage cars and airplanes mixed with regular airplanes. The Central Oregon *Experimental Aircraft Association* (EAA) *Chapter 617* was a sponsor of this year’s event and hosted the popular pancake breakfast.

Our club has been looking for opportunities to reach out to the local community to generate new memberships, but also to promote our hobby. And when Bob Reid—a neighbor of Greg McNutt’s and retired American Airline pilot—approached Greg and asked whether BAM would like to attend the event, we eagerly agreed. Bob was also one of the volunteers at the event and has a beautifully configured hangar at the Prineville airport where he keeps his (aerobatic-certified) Bonanza.



On the morning of Saturday, August 10, Greg and I met at 7:00 AM to set up our booth. We were assigned a spot at the back of one of the hangars near the airport office. We shared the hangar with the EAA, Ochoco Humane Society, a gentleman who was selling older aviation books (with proceeds going to a local charity), another who was selling used tools, and a couple of stands that featured combat flight simulators (PC games) and a real-world flight simulator (running X-Plane). The real-world flight simulator was part of Samson Motors, Inc., a small experimental airplane company (www.samsonsky.com) promoting their Switchblade car-airplane hybrid design.

Our booth featured a canopy and BAM sign with a few RC airplanes on static display. We also set up a RealFlight flight simulator, which was projected on a larger screen so interested folks could easily see the RC flight simulation when approaching our booth. We further provided brochures and AMA materials, including free samples of the AMA magazine.

The tarmac and surrounding areas displayed a variety of planes from private pilots and aviation companies as well as organizations such as AirLink and the Civil Air Patrol (CAP). Our friend Mike Wissing (CAP youth program leader) was there, too, with a group of cadets. Overall, there was a good assortment of airplanes and aviation enthusiasts representing their respective organizations or airplanes.



WINGS AND WHEELS AT THE PRINEVILLE AIRPORT



continued

by Waldemar Frank



Once the gates opened and the public started flooding in, our booth quickly attracted a lot of traffic, which lasted all day long. Both Greg and I were surprised how much interest there was in our hobby and club. It confirmed that being out in the public would help our cause and membership.

It was also nice to see a few BAM members stop by, including Jason Westlind, James Fredericks, John Snyder, and Tom Schramm. I also bumped into Paul Hanes from Field of Dreams (Redmond). He and I seem to bump into each other at every event. He was excited to see us and we briefly talked about how great it would be to have the three clubs from Redmond, La Pine, and Bend attend these types of events together.

Our booth remained active until the very end and we still had folks stopping by when other exhibitors started tearing down. Tom Schramm stayed for the whole day and helped out with people asking questions about our hobby.

And we had a nice surprise for Tom after taking down our booth and loading everything into our cars. Bob Reid, Greg's neighbor invited us to his hangar to celebrate his airplane's 39th birthday by having cake and taking short flights in the plane. It sure was a highlight for all of us and a great way to conclude a successful day.



From Left: Greg McNutt, Bob Reid (owner of the plane), Waldemar Frank and Tom Schramm

Captain Waldemar Frank at the controls!

AT THE FIELD



August 17, 2013, a family BBQ and Scale Plane event was hosted by BAM and the LaPine RC Flyers. The event was well attended, the weather co-operated, the food was excellent and there were lots of planes to watch. All in all a very good day at Popp's Field!



Quite a few people camped out on Friday night and did some night flying.



Lots of people showed up on Saturday to enjoy the weather and comraderie.



There were lots of planes of all types to be viewed and flown. There were at least two planes at a time in the air at all times except for lunch of course. Jim Young showed up with his beautiful Top Flite Giant Scale P47 but due to technical difficulties was unable to fly it that day.

AT THE FIELD



continued

BAM furnished hamburgers, hot dogs and cold drinks. Members brought many delicious side dishes including some tasty deserts!



Our Chefs, Greg McNutt and John Feters, both managed the grilling all day.....thanks Greg and John!

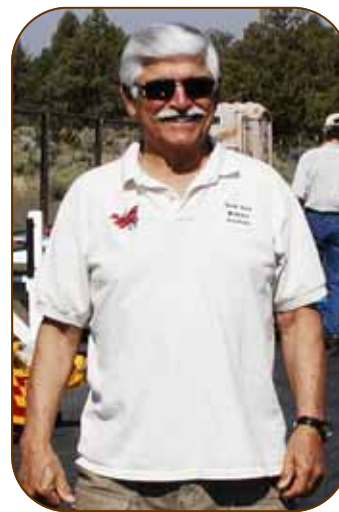


People anxiously awaiting the lunch bell



And people digging in.....!

Some faces seen at the event just visiting or getting planes ready



We saw some faces that we don't see everyday at this event. From the left we see Waldemar Frank and Dan Clark from La Pine. Dan is a former BAM member and treasurer. Tom Staffeld show up with no less than 4 P51's of different sizes and the one pictured here is a rocket. Another shining face is that of Steve Younger who showed up with his new Dynam Tiger Moth and it flew great. Finally from La Pine is John Thomas who showed up Friday night for some night flying.

AT THE FIELD



continued

Then there was the raffle for a Parkzone Supercub which was furnished by D's Hobbies

Ok Taylor, here's the deal, just tape one of my tickets to the palm of your hand.

Like this??

Ok Taylor, remember, just swish your hand around and hand me the ticket taped to your hand.



And the winner is!!! All kidding aside, congratulations to Miriam Frank for winning the Supercub! Pictured here from the left: Waldemar Frank, Miriam Frank, Dave Arata, owner of D's Hobbies, and his daughter Taylor Arata



Safety has become a growing concern at events lately. BAM has established a set of guidelines for our facility to help people have fun and be safe. Here Jason Westlind, our Safety Officer, and Waldemar Frank, BAM president, conduct a pilot's meeting just before flying begins.

AT THE FIELD



continued

Some observations at the event.....



Ya know he says he loves me, then he beds me down on a hot day next to all the flammables in the world.....

Then I'm starving to death and he announces to the crowd not to feed me..... Geezel!



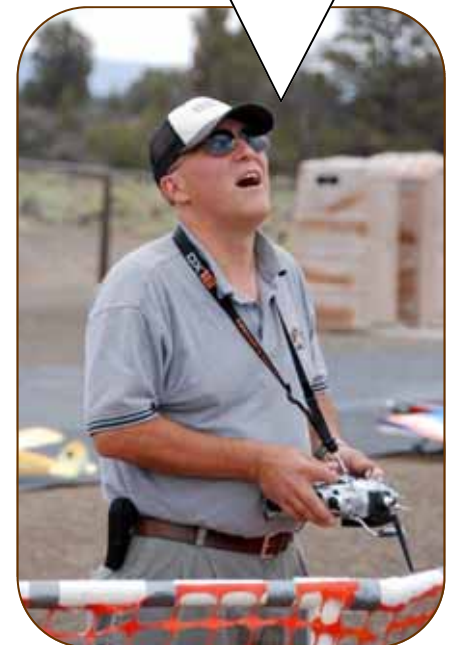
A picture of Tom Schramm taking a picture of Andy N. taking a picture of Tom Schramm

All right, you guys catch gliders with your hands, I'm gonna catch that Edge of mine by it's spinner in my teeth.

Ok Miriam, I've got it

Back off dad, I've got it.

I'm giving her two minutes and it'll be out of sight.



AT THE FIELD



continued

Some observations at the event.....

When the elevator is like this, the plane is gonna dive

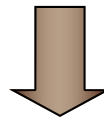
You're Kidding!

I'm gonna make a low pass and not announce it !!!

I'm gonna have a talk with him if he doesn't announce that low pass he's about to do!



At The Field August 11



Bruce Burgess brought out his dad's Star Max P51, aka the "flying cooler" to maiden. This plane was named Model airplane News "Plane of the year". The instructions for these planes are almost non-existent so finding the proper CG is almost impossible. On the take-off roll and subsequent short flight it was obvious that it did not want to fly so it made an unplanned landing just South West of the field. Damage was minimal.

Sometimes things just don't go as planned. Bruce also brought out this beautiful racer "Barbera Gene" to maiden as well. Well, the engine just would not run right so it was decided to postpone the maiden until the problems could be solved. Oh yeah.....this just after the P51 to the left took the tail off and the tail had to be reconstructed.

FUN WITH KIDS AT TILLICUM PARK



Bend Parks and Recreation Department contacted BAM president, Waldemar Frank about putting on an RC flight demonstration for a group of kids that they provide daytime outings for. Waldemar agreed and organized a team to go to Tillicum Park, which is Northwest of Bend, to do some talking and flying. The event was held on Tuesday, August 20 at 10:30 in the morning. There were about 30 kids in attendance along with 5 adult supervisors. Everyone seemed to have a good time and there were lots of questions to be answered. A big thank you to Waldemar and his supporters, Richard Carlson, Tom Schramm, Greg McNutt, RJ Gorman and yours truly. Here are some pictures of the outing.



Tillicum Park Looking North



Bam president, Waldemar Frank explaining the basics of flight.



Some of the planes that were flown. Tillicum park is electric or glider only.



The pilots, from left, Richard Carlson, Tom Schramm and Greg McNutt



Greg McNutt explaining how a glider flies



Waldemar and RJ getting up for a buddy-box demonstration.



Tom Schramm explaining the building process and 3-channel control.



Waldemar, RJ and Greg explaining just how the instructor helps the student with the use of a buddy box.



Greg McNutt explaining different maneuvers as Waldemar and RJ are flying using the buddy box.



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



At the family BBQ and Scale Fly-In, Tom Hall's beautiful Dynafly Spitfire met with an untimely end. It was perplexing as Tom had flown the plane the evening before and everything went fine. Battery or receiver problems are suspect.....SORRY TOM!



At the BBQ on August 17, Greg McNutt encountered some difficulty while landing his gas-powered Revolver and took off the landing gear and one exhaust pipe. Greg enjoys working on planes!



Honorable Mention

Although there are not pictures available, this editor would be remiss if he did not mention two other instances (crashes) that he has observed.

1. On August 11, while trying to maiden Jerry Burgess' Star Max P51, Bruce Burgess encountered some difficulty during take-off and put the bird in on the West end of the field. It did survive but will require some reconstruction.
2. At the BBQ on August 17, Chris Shaker's Extra 300 made an unplanned rendezvous with the runway.

Just Sayin'

SAFETY REPORT



Well, it has been one busy and fun summer so far! There has been a lot of recent activity at the field with quite a few new faces appearing. We have noticed a great improvement in safety awareness lately. I really want to thank all of you for making all of our flying experiences that much more enjoyable.

While we are seeing some good behaviors being developed, We are also seeing some old habits that need some attention. We want to remind all pilots to please hold onto or secure your aircraft while they are running or armed. We have seen a couple of instances of pilots programming their radios while their aircraft was armed and not secured. This has caused accidents before and we do not want to see this happen again. Please take your time to ensure safe flying operations.

Now, let's move onto my topic of the month. With the increased interest in park flying, I would like to touch on some safe flying practices while at the park. Since the Parks Department does not have any set safety guidelines in place for park flying, we should use common sense and set a good example for others to follow. As an organized club, we are under heavier scrutiny from the public.

Please remember that Pine Nursery is a public park and everyone has the right to use it. We must take this into consideration while flying to prevent incidents with roaming children or dogs. It is good practice for non-flying pilots to keep a look out and alert flying pilots to possible dangers on the field. It is also good practice for non-flying pilots to not only alert the children or other park users but to also use this opportunity to show them that we are looking out for their safety.

While flying, please keep your aircraft directly over the flying field and refrain from flying over the ball fields or flying over people's heads. Please also limit your flying over the parking lot as much as possible. Pilots should also maintain a dead line of about 25 feet in front of the non-flying pilots. This gives non-flying pilots and spectators a safety cushion while allowing flying pilots that much more time to react to various circumstances that may create a "close call". Since the flying field is somewhat small, I ask pilots to use good courtesy while launching and landing your aircraft.

The public is watching us, so we must do our best to allow everyone watching to feel comfortable with our activities. We are not just out there to have fun but also to share our hobby with the public and promote the good doings of our wonderful club. We have received positive feedback from the Parks Department regarding our alertness to safety and respect for other users. Let's keep up the good work!

Have fun and be safe!

Jason Westlind
(Field Safety Officer)

SAFETY REPORT continued



POPP'S FIELD SAFETY GUIDELINES

All pilots shall be current members of A.M.A. and B.A.M. Proof of current A.M.A. membership is required prior to flying at B.A.M.

Visiting A.M.A. pilots and new members of B.A.M shall receive a safety orientation prior to their first flight.

Pilots shall ensure safe flight operations in concordance with A.M.A. Safety Rules and these Field safety Guidelines.

Pilots shall ensure safe operation of their aircraft and associated equipment prior to use.

Pilots are encouraged to verbally enforce safe flying practices.

All guests, children, and pets shall be supervised by a B.A.M. member while inside the flying field and are encouraged to remain behind the pit tables.

All pilots shall restrain their aircraft during the start-up/arming process. This includes electrics.

Pilots shall never leave their aircraft unattended while the aircraft is running or armed..

Pilots shall only taxi aircraft in the specified taxi area and use caution while taxiing.

While flying, pilots are encouraged to remain 25 feet behind the closest edge of the runway, preferably behind a pilot station.

Pilots shall verbally communicate their intentions such as landings, take-offs, or aircraft problems while flying.

Pilots shall fly their aircraft north of the centerline of the runway. This is known as the "deadline".

Pilots only are permitted beyond the flight line (e.g., to retrieve an aircraft)

Landing aircraft have the right of way. Dead-stick landings shall be announced as such and given full priority.

Pilots shall communicate any aerobatic maneuvers such as, low passes, touch and go's, and hovering directly near or above the runway.

Pilots shall not take-off or land on the taxiways.

A maximum of five (5) aircraft is allowed in the air at one time. This includes helicopters and micros.

Pilots shall call all maiden flights prior to flight. All other aircraft shall be grounded throughout the entirety of the flight.

Hand launches shall be performed approximately 25 feet from the edge of the runway closest to the pilots' station.

Pilots using AM/FM radio equipment shall have the appropriate frequency pin attached to the transmitter antenna whenever the radio is in use.

R/C cars and other surface vehicles are prohibited anywhere inside the flying field.

Smoking is prohibited anywhere inside the flying field and shall be carried out in a safe and respectful manner in the parking lot.

The consumption of alcoholic beverages before or during flight is prohibited.

SAFETY REPORT continued



AND REMEMBER !



All pilots shall restrain their aircraft during the start-up/arming process. This includes electronics.

Academy of Model Aeronautics National Model Aircraft Safety Code, Effective January 1, 2011

A. GENERAL: A model aircraft is a non-human-carrying aircraft capable of sustained flight in the atmosphere. It may not exceed limitations of this code and is intended exclusively for sport, recreation and/or competition. All model flights must be conducted in accordance with this safety code and any additional rules specific to the flying site.

1. Model aircraft will not be flown:
 - (a) In a careless or reckless manner.
 - (b) At a location where model aircraft activities are prohibited.

2. Model aircraft pilots will:
 - (a) Yield the right of way to all man carrying aircraft.
 - (b) See and avoid all aircraft and a spotter must be used when appropriate. (AMA Document #540-D-See and Avoid Guidance.)
 - (c) Not fly higher than approximately 400 feet above ground level within three (3) miles of an airport, without notifying the airport operator.
 - (d) Not interfere with operations and traffic patterns at any airport, heliport or seaplane base except where there is a mixed use agreement.
 - (e) Not exceed a takeoff weight, including fuel, of 55 pounds unless in compliance with the AMA Large Model Aircraft program. (AMA Document 520-A)
 - (f) Ensure the aircraft is identified with the name and address or AMA number of the owner on the inside or affixed to the outside of the model aircraft.
(This does not apply to model aircraft flown indoors).
 - (g) Not operate aircraft with metal-blade propellers or with gaseous boosts except for helicopters operated under the provisions of AMA Document #555.
 - (h) Not operate model aircraft while under the influence of alcohol or while using any drug which could adversely affect the pilot's ability to safely control the model.
 - (i) Not operate model aircraft carrying pyrotechnic devices which explode or burn, or any device which propels a projectile or drops any object that creates a hazard to persons or property.
Exceptions:
 - Free Flight fuses or devices that burn producing smoke and are securely attached to the model aircraft during flight.
 - Rocket motors (using solid propellant) up to a G-series size may be used provided they remain attached to the model during flight. Model rockets may be flown in accordance with the National Model Rocketry Safety Code but may not be launched from model aircraft.
 - Officially designated AMA Air Show Teams (AST) are authorized to use devices and practices as defined within the Team AMA Program Document (AMA Document #718).
 - (j) Not operate a turbine-powered aircraft, unless in compliance with the AMA turbine regulations. (AMA Document #510-A).

3. Model aircraft will not be flown in AMA sanctioned events, air shows or model demonstrations unless:
 - (a) The aircraft, control system and pilot skills have successfully demonstrated all maneuvers intended or anticipated prior to the specific event.
 - (b) An inexperienced pilot is assisted by an experienced pilot.

4. When and where required by rule, helmets must be properly worn and fastened. They must be OSHA, DOT, ANSI, SNELL or NOCSAE approved or comply with comparable standards.

B. RADIO CONTROL (RC)

1. All pilots shall avoid flying directly over unprotected people, vessels, vehicles or structures and shall avoid endangerment of life and property of others.

2. A successful radio equipment ground-range check in accordance with manufacturer's recommendations will be completed before the first flight of a new or repaired model aircraft.

3. At all flying sites a safety line(s) must be established in front of which all flying takes place (AMA Document #706-Recommended Field Layout):
 - (a) Only personnel associated with flying the model aircraft are allowed at or in front of the safety line.
 - (b) At air shows or demonstrations, a straight safety line must be established.
 - (c) An area away from the safety line must be maintained for spectators.
 - (d) Intentional flying behind the safety line is prohibited.

4. RC model aircraft must use the radio-control frequencies currently allowed by the Federal Communications Commission (FCC). Only individuals properly Licensed by the FCC are authorized to operate equipment on Amateur Band frequencies.

5. RC model aircraft will not operate within three (3) miles of any pre-existing flying site without a frequency-management agreement (AMA Documents #922-Testing for RF Interference; #923- Frequency Management Agreement)

6. With the exception of events flown under official AMA Competition Regulations, excluding takeoff and landing, no powered model may be flown outdoors closer than 25 feet to any individual, except for the pilot and the pilot's helper(s) located at the flight line.

7. Under no circumstances may a pilot or other person touch a model aircraft in flight while it is still under power, except to divert it from striking an individual. This does not apply to model aircraft flown indoors.

8. RC night flying requires a lighting system providing the pilot with a clear view of the model's attitude and orientation at all times.

9. The pilot of a RC model aircraft shall:
 - (a) Maintain control during the entire flight, maintaining visual contact without enhancement other than by corrective lenses prescribed for the pilot.
 - (b) Fly using the assistance of a camera or First-Person View (FPV) only in accordance with the procedures outlined in AMA Document #550.