

BEND AERO MODELERS



FLIGHT REPORT

FEBRUARY 2013



Club Instructor, Rick Burgess, Explaining Flight Basics To Interested Guests

On February 2nd, we had some guests of Greg McNutt come out to the field, interested in model aviation. Instructors Rick Burgess and James Fredricks gave buddy-box flights to all that were interested. See *Flight Instruction Report*-this issue.

If you have not paid your dues yet...it is time! Dues were payable on Jan 1st but you have until March 1st to get them paid without penalty!

Potential new members are showing interest in our club and hopefully this trend will continue. Thanks to Waldemar's efforts, some of these folks are coming from Summit High School. Waldemar has been conducting actual flight demonstrations and flight simulator instruction at the high school. Good job Waldemar!

NEXT MEETING

February 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

Well, here we are again, another month has gone by and it's time to get this fact, action and fun packed newsletter out to my fellow BAM friends and that's what we all have become, *friends*. We are really enjoying a fellowship the last two years, in many different ways. Participation at each of the club meetings has almost been 50% of the membership and at the field it's the same story. It doesn't seem that we need much of an excuse to get together for some flying, bench flying, fun at the Pine Nursery or excitement at the Club 40 Pylon Races. Show and tell at the meetings has been consistent and is increasing as we go from meeting to meeting. The youth program (being promoted by our president Waldemar Frank) seems to be taking hold and increasing in numbers, especially with the formation of the Summit High School RC Flyers. Flight instruction provided by Waldemar and Rick Burgess has attracted young people to the hobby.

Next month I want to try a couple of new things but it will require the participation of the membership to make them a success. First, I want to establish a *Tips and Tricks* page which will feature little helpful items that you think might benefit others. It doesn't matter what it is, if you have a particular way of doing something or have invented a tool of some kind, or have happened on to a source for small things that will be useful to all of us, please furnish the info with pictures, if appropriate, and we'll share it here. Also, I want to establish a *BAM Bulletin Board*, an example of which is on the last page of this publication. This is not intended to be a full classified section but if you are looking for something or have something that is excess in your shop that you might want to give to someone in need or trade for something else, then the *Bulletin Board* would be the place to post such things. Also, if you witness a crash, send photos for the *Obituary page*. The *members projects* page depends on inputs from the members as well. It doesn't have to be a plane necessarily, but if you have built a bench or a shop or a trailer or whatever, please share and brag a bit, remember this is not a one or two person newsletter, so in order to present all members interests please participate by sending me stuff.

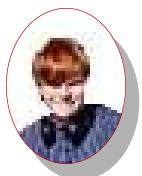
Well, that's it for this month, see you at the meeting on the 27th,

Andy

Welcome



NEW MEMBERS



Shane Ragland is a student at Summit High. He is new to the RC hobby and is interested in building and flying. He is a member of the Summit RC flyer school club and has had a small bit of flight training already. He has no equipment so if you have some plunder that you want to get rid of.I bet we know where it will be welcome. He lives in Bend. Welcome Shane !



Ken Spence is a former BAM member from years back. He knows how to fly but hasn't flown for some time so once in the air he is OK. He just needs some assistance for take-offs and landings. He has some equipment and probably will acquire more.we know how that goes!! He has a background in aviation and builds full scale airplanes. He lives in Bend. Welcome Ken!

FROM THE PRESIDENT



by Waldemar Frank



Dear Members, Fellow RC Pilots, and Interested Readers,

It seems that winter just arrived and yet it's already February. Although the winter months here in Central Oregon often provide a mix of different weather conditions, we also do have nice and sunny days that allow flying (if you don't mind the cold).

Several of us have taken advantage of these pleasant days and have gotten out to the field a few times already—if you have the opportunity next time and get the flying itch, please come out and join us.

I've observed that winter flying days usually have their own unique ritual where folks gather in our woodstove-heated club house to warm up, but also to absorb some flying courage to brave the colder temperatures. And keeping a hot beverage nearby is always "a good thing" as Martha Stewart would say. Fingers don't work well when they're cold and keeping them warm, whether by standing around the stove or holding on to a cup of hot coffee, just feels right. And since we have installed windows, the club house warms up quickly and holds a toasty, comfortable temperature.

Not everybody comes out to fly and some folks simply prefer to watch and mingle. We all appreciate the camaraderie and chit-chatting that brings members closer together and makes the day more fun—I always cherish these flying days, maybe because the colder temperatures and the gathering inside the club house makes us more aware of what we have here.

The winter months are also an opportunity to work on building (or repair) projects and check your equipment, including batteries so everything will be in good shape when the weather gets warmer and flying becomes a more regular activity. I often try to look for better ways to keep up my gear, which can involve small improvements such as labeling all my batteries to include the weight and purchase date of the battery. This way I know the age of the battery and whether putting it into a new or different electric plane will require adjustments to the CG. If you have any ideas or best practices that you would like to share, please send Andy an email so we can share it with everybody.

And if the weather doesn't play nice and you would like to fly, then there is always virtual flying on the PC. I highly recommend investing in a flight simulator if you can. Today's RC flight simulators provide a very realistic flying experience and you can fly whenever you want to without being limited by weather. Talk to some other members and ask about their experience with flight simulators. Maybe you can even try flying on their simulator before making a decision so you know for sure whether it works for you and if you prefer a particular flight simulator.

Lastly, I hope that you will enjoy this issue of our newsletter—we have received very positive responses about the last issue thanks to Andy's efforts.

Sincerely,
Waldemar Frank
BAM President

AMA DISTRICT XI NEWS

by AVP Christopher Rankin



Greetings fellow modelers.

First let me apologize for a short article this time around, I've been under the weather with a nasty cold now for what seems like about six weeks and just haven't been able to do much of anything at all.

Most of you probably received the email update from the Ontario AMA Expo that was held in January and I must say this was an eye opening experience for me seeing the inner workings of your AMA. The Academy is so much more than just a security blanket offering insurance

coverage for our hobby, it's interests are far reaching including promotion of forward thinking technologies that can benefit modelers going into the future. Being direct here, AMA sees autonomous flight as part of the future of aero-modeling and that includes "First Person Viewer" or FPV. Sadly no matter where you stand on this technology, rules are currently being drafted that lump autonomous flight systems in with the rest of RC model aircraft which could make it illegal to even possess a model capable of taking a picture while airborne. This is crazy stuff and Oregon is only one of twelve states that are drafting their own rules concerning model aircraft and UAV's. This is a serious problem that needs your attention right away so if you haven't signed the petition to block Oregon Senate Bill 71, I'd encourage you to do so. I'd also recommend that we all write our local representatives to voice concern over this potentially harmful legislation. Time is important and please don't think this won't affect you because this could affect each and every person that flies models. We have enough concerns over what the Fed will do with rules governing models without the state of Oregon getting involved. State Senator Tim R Knopp, State Representative Jason Conger, Gov John Kitzhaber are good places to start. When writing, remember to keep it short and simple, enflamed writing will get us nowhere so try to keep your emotions out of it. That might take some doing, since this departs from common sense about as far as one can go.

In other news the District XI is considering having a few model meet's throughout the year at various venues here in the Northwest. A host club would provide the flying site and volunteer force and the District would provide the funds, advertising, and banners to put the event on. This idea is in the early stages and would be a volunteer basis for the participating clubs. The way I understand it, these "District Fun-Fly's" would, in theory, draw in folks from all over a particular area and provide a meet and greet for some of the District Staff meaning your VP, AVP's and leader members. It is hoped that modelers will get out, participate, meet new friends, and visit new venues without feeling the apprehension of a competition event. We need to increase the effectiveness of communications in the district and this is one way of doing just that.

Speaking on AMA communications: In a perfect world, a particular clubs leader members would communicate to the Associate Vice Presidents "AVP's" and the AVP's would communicate to the VP of the district, the VP communicates to the EC of AMA. In this way the AVP's are more effectively utilized in areas of the District, relieving the VP of having to do everything. It's also the most time effective way for AMA to communicate directly with its membership, including specific clubs, in case something impacts a specific region. We encourage each club to have at least one leader member. Being a leader member is not about being an instructor, these are simply the members that people go to for problem solving. They are the experienced modelers with knowledge in building, flying, or in education. They are officially listed with AMA as leader members and have a membership card that specifies the areas of expertise. If you have any ideas or comments on the District Fun-Fly's or in becoming an AMA leader member or any other issue, feel free to contact me.









Phone: 541-593-3294 Email: MissleMist@rocketmail.com

These are website locations for signing an electronic petition to stop Oregon Senate Bill 71. This is a pretty serious thing here in Oregon and modelers need to make their voices heard. I will speak to Waldemar about getting a possible link on the BAM website for this if he thinks it's appropriate

<http://www.ipetitions.com/petition/help-stop-oregon-senate-bill-71-bans-rc-video/>

This can also be found by googling Oregon Senate Bill 71 and looking for the petition link. This site also includes the details of the bill and has links to our state reps so that a letter can be written.

Bend Aero Modelers - 2013 Event Calendar

| | | | |
|--|---|--|--|
|  Club Meeting |  Practice Pylon Race Contest Pylon Race |  BAM Renewal Deadline |  Pine Nursery Park Fun-Fly |
|  National Holiday |  BAM Christmas Party |  Family BBQ & Scale Fun-Fly |  Scale Fun-Fly |

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

January 1st - New Year's Day

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

| March | | | | | | | |
|-------|-------|-----|-----|-----|-----|-----|-----|
| Week | Sun | Mon | Tue | Wed | Thu | Fri | Sat |
| 9 | 24 | 25 | 26 | 27 | 28 | 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 | 24/31 | 25 | 26 | 27 | 28 | 29 | 30 |

March 31st - Easter Day

| 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 |

May 12th - Mother's Day

May 27th - Memorial Day

| June | | | | | | | |
|------|-------|-----|-----|-----|-----|-----|-----|
| Week | Sun | Mon | Tue | Wed | Thu | Fri | Sat |
| 22 | 26 | 27 | 28 | 29 | 30 | 31 | 1 |
| 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 | 23/30 | 24 | 25 | 26 | 27 | 28 | 29 |

June 16th - Father's Day

| 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 |

July 4th - Independence Day

| 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 |
| 35 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 36 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 37 | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 38 | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 39/40 | 29 | 30 | 1 | 2 | 3 | 4 | 5 |

September 2nd - Labor Day

| 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 |

November 28nd - Thanksgiving Day

NOTE: Due to Thanksgiving and a conflict with the calendar of Jake's Diner, the November meeting is on a Tuesday and a week earlier.

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

December 24th - Christmas Eve

December 25th - Christmas Day

December 31st - New year's Eve



Club 40 Pylon Racing

2013 Season



Bend Aeromodelers Racing Schedule

| General Overview | | |
|---|---------------------|-------------------|
| Racing Dates (weather permitting) | | * revised date |
| Practice race | 13-April-2013 | (Popp's Field) |
| Contest race | 18-May-2013* | (Popp's Field) |
| Contest race | 27-Jul-2012 | (Field of Dreams) |
| Contest race | 24-Aug-2012 | (Dorrance Meadow) |
| Contest race | 28-Sep-2012 | (Popp's Field) |
| Locations (see next page for directions) | | |
| Popp's Field at Horse Ridge (Bend Aero Modelers) | | |
| Dorrance Meadow (La Pine R/C Flyers) | | |
| Field of Dreams (Field of Dreams Redmond R/C Club) | | |
| NOTE: Contest races are hosted by the above clubs. | | |
| Registration Fee (per pilot) | | |
| \$10 (contest races only) | | |
| NOTE: Fee sponsors prizes for top 3 end-of-season winners. | | |
| Fuel/Supplies | | |
| Bring your own fuel (max. 15% nitro) and food | | |
| Course and Race Configuration | | |
| 2-pylon course (400 feet apart) | | |
| 4-pilot heats (3-pilot heats optional) | | |
| Ground start (flying start optional / based on wind) | | |
| Participation Requirements/References | | |
| Active AMA membership | | |
| Safety & Rules | | |
| Hard hats are required within safety zones during racing (refer to BAM racing manual) | | |
| AMA safety code applies | | |
| RCPRO Club 40 racing rules (www.rcpro.org) | | |



| Racing Day Schedule | |
|---|---|
| Time | Activity |
| 9:00 a.m. – 10:00 a.m. | Course setup Pilot registration Technical inspection Role assignment (of volunteers) |
| 9:15 a.m. – 10:00 a.m. | Test flying (optional) |
| 10:00 a.m. – 10:05 a.m. | Racing matrix setup |
| 10:05 a.m. – 10:15 a.m. | Pre-race orientation & safety briefing |
| 10:20 a.m. | Start of first heat |
| NOTE: Heats will be conducted in 5 minute intervals (includes lineup, start, and landing). | |
| 11:30 a.m. – 12:00 p.m. | Break |
| 12:05 p.m. – last heat | Continuation of heats |
| Shortly after last heat | Final scoring Winner announcements |



| BAM's Pylon Racing Committee Members | |
|--------------------------------------|---|
| Contact | Email/Phone |
| Bruce Burgess | ke6gkc@ykwk.net |
| Rick Burgess | rickb@bendbroadband.com |
| Waldemar Frank | info@bamrc.com +1-541-330-5508 |



Club 40 Pylon Racing

2013 Season



Bend Aeromodelers Racing Schedule



Directions to Popp's Field

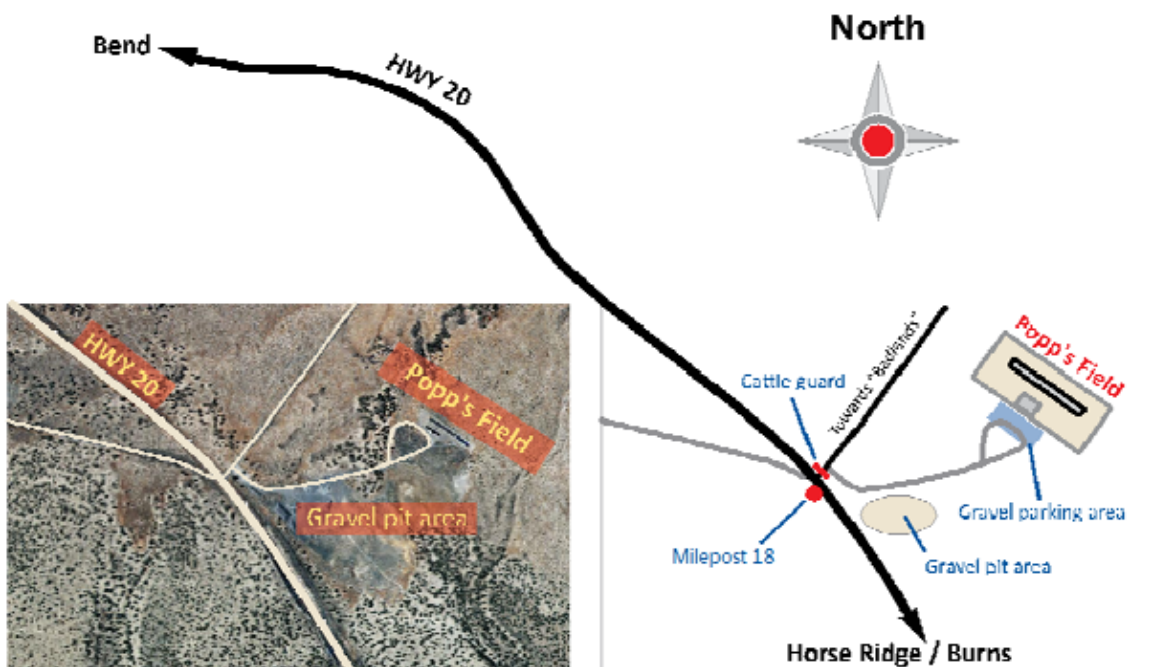
Popp's Field is located approximately 18 miles East of Bend, Or, just off State Highway 20;

1. Follow Highway 20 East towards Horse Ridge (look for signs towards Burns).
2. Shortly after reaching milepost 17, you will see a paved road on the left going towards the Badlands and a gravel pit area.
3. Make a left turn on the paved road and cross the cattle guard.

4. Immediately after you cross the cattle guard, make a right turn and follow the dirt road that passes by the gravel pit area. Don't follow the paved road towards the Badlands!
5. After a few hundred yards, you will see a gravel parking area and Popp's Field

Directions to Field of Dreams

For Directions , please refer to <http://fieldofdreamsrc.com>





Club 40 Pylon Racing

2013 Season



Bend Aeromodelers Racing Schedule

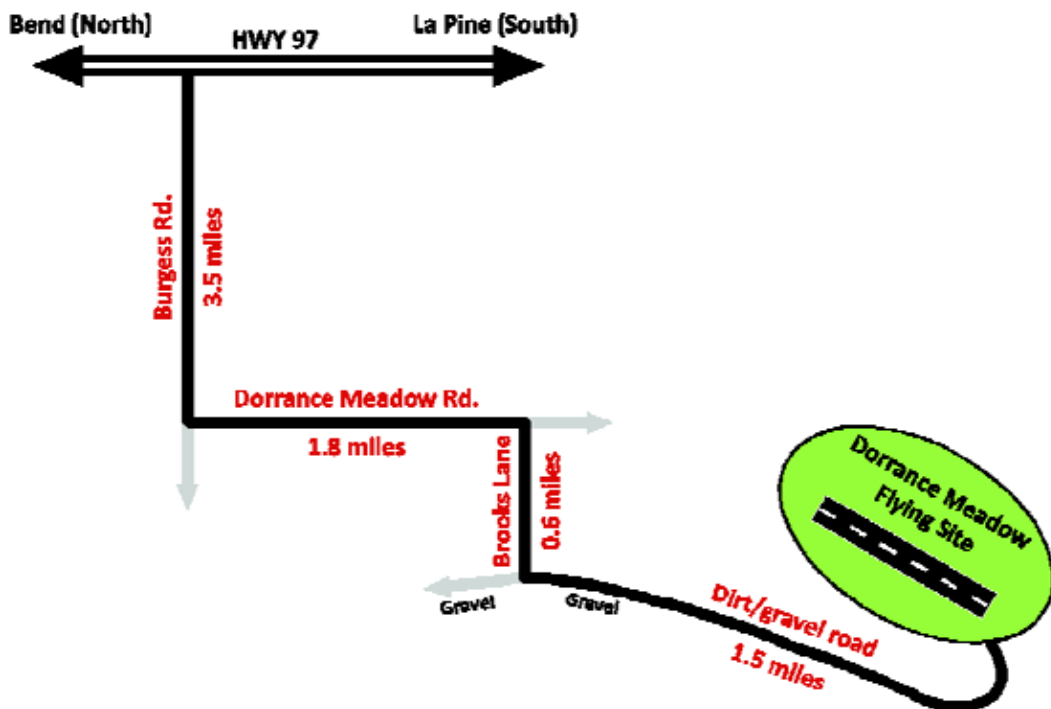


Directions to Dorrance Meadow

Dorrance meadow is located in La Pine, Or and is the club field of the La Pine R/C Flyers

1. In La Pine, at the junction of Highway 97 and Burgess Rd, take Burgess Rd.
2. Continue for 3.5 miles and then make a left turn onto Dorrance Meadow Rd.
3. Go about 1.8 miles on Dorrance Meadow Rd., and then make a Right turn onto Brooks Lane.
4. After approximately 0.6 miles, Brooks Lane forks into two directions. Stay left and follow the gravel road.
5. Proceed for about 1.5 miles to the entrance of Dorrance Meadow.
6. The entrance is a left turn (it's not easy to see), but it's just as the road makes a shallow bend to the right.
7. The entrance road is narrow with wash board terrain. This

La Pine R/C Flyers



CLUB 40 RACING



by Bruce Burgess



This month is all about control of your racer. When racing, the airplane needs to be smooth and not all over the sky. The more control input a pilot uses the slower the airplane.

To make a racing airplane fly smooth we must keep the control surface movement to a minimum. The settings I use are:

Aileron Low rate 5/32 up and 5/32 down
High rate 3/16 up and 3/16 down

Elevator Low rate 3/16 up and 3/16 down
High rate 15/3

Rudder Personal preference

Now that we have set our control throws we need to set exponential. I use a Futaba 9c and these are my settings: The settings should be good for all Futaba, other brands of transmitters may be different.

Aileron Low rate -35%, High rate 40% **Elevator** Low rate -40%, High rate 50% **Rudder** 60% No high or low rates.

With these settings your airplane should fly very well. Any questions send me an e-mail. ke6gkc@ykw.com

Have fun and practice.

Pictured below are some of the racers from the 2011 season. This particular race was held in La Pine. Jim Young was kind enough to furnish these photos.



News Flash!!! Greg McNutt owner and pilot of Nutter Aviation maidenized his club 40 pylon racer on Saturday Feb 16. The plane flew stable and fast even in the wind that was present. Under the skilled piloting of the "Nutter" this plane is going to be a challenge to the other pilots that are competing this year. Watch out folks, this is going to be an exciting season !

FLIGHT INSTRUCTION REPORT



Bruce and Rick Burgess and James Fredricks



Bruce Burgess



Rick Burgess



James Fredricks

These guys are our intrepid club instructors. Don't let the mug shots scare you, these are really nice guys and are very anxious to help anyone that needs help. They can teach you how to fly, how to set up your airplane, how to adjust your engine and anything else you may need help with. If you have your own equipment, they are buddy-box armed and if you don't then they have their own trainers along with the club trainer to get you started. You can start learning while you apply for your AMA card but in order to keep flying you WILL need your card so that is an important step to your learning experience. If you want to get help from our instructors then all you have to do is call and make an appointment with one of them. Their phone numbers and email addresses are on the front page of this newsletter and also on the BAM club website: www.BAMRC.com

Training seems to be on the upswing. The last two weekends have seen an increasing amount of interested individuals come out to the field and take discovery flights and ask questions and otherwise observe the various flight platforms that show up at the flight line.



← Here we see Bob Hammond and his son Johnny with club instructor, James Fredricks. Johnny is enjoying a flight with the help of a buddy box and Jame's Trainer.



← Club instructor, Rick Burgess with Johnny Hammond and friend Josh after a successful buddy-box flight with Rick's trainer.

On Sunday, Feb 10, 2013 members of the local CAP Squadron, parents and some interested guests visited Popp's field for a day of fun and flying. The weather cooperated with lots of sun and almost no wind. Club instructor, James Fredricks and BAM President, Waldemar Frank provided information and assisted flights for those interested.



The long awaited covering clinic was conducted by Bruce Burgess on Sunday, Feb 17th at the home of Andy Niedzwiecke. The clinic was well attended and refreshments were provided by BAM/Waldemar Frank. A number of techniques for covering were covered by Bruce. The demo model that Bruce used was a Great Planes PT40 that was donated to the club to be used as a trainer. Thanks for the class Bruce!



COVERING CLINIC



Instructor Bruce Burgess and his able assistant Rick Burgess.



Our intrepid videographer, Waldemar Frank, capturing the highlights of the clinic.



Bruce showing the proper use of a heat gun after first stretching the covering by tacking the perimeter of the covering down.



Bruce demonstrating how to make a straight line when using contrasting overlapping colors.



After the clinic, the weather was still nice enough for a couple of members to try their luck at flying in the pasture of the Nezervation. Bill Hand unfortunately flew his park flyer into a tree with minimal damage to the plane. the tree is alright.



A happy crowd of BAM members getting smart about covering an airplane.

FLIGHT SIMULATOR REPORT

by Waldemar Frank



RC Flight Simulators: Many choices, but what's right for me?

With the broad range of RC airplanes available today, particularly affordable ARF and RTF options, our hobby has become much more accessible to a very diverse community of RC pilot enthusiasts. This also has spurred greater interest in flight simulators and created a market specifically for the virtual RC pilot.

Several suppliers offer their products in different editions and configurations depending on the individual needs and budget. And with all these choices, picking the right simulator and getting your money's worth can be tricky.

Among the many reasons to purchase an RC flight simulator, the most obvious would be to learn to fly before investing into expensive gear and airplanes. A flight simulator also has the advantage of providing a feel for different airplane types, shapes, and sizes, which can help the novice pilot to decide on the right starter airplane. But even experienced pilots will get a kick out of the different airplane choices.

Most simulators do a good job of replicating the flight characteristics of commercially available real-world RC airplanes, which allows you to also test-fly airplanes that you may consider buying.

RC pilots who learned to fly the "old fashioned way" had to learn through trial and error, which can get expensive and turn into a frustrating experience. But even advanced pilots may find it worthwhile investing into an RC flight simulator to hone their skills, practice challenging maneuvers, or simply fly when convenient and when the weather doesn't permit flying.



Before choosing a flight simulator that you can afford, you also should consider the following questions:

- *What do I want to get out of the flight simulator (eg. Learn to fly, improve flying skills, play, fly many different airplanes/helicopters, avoid getting rusty, etc.)?*
- *Does the flight simulator support my operating system/platform (e.g., Windows XP, Windows 7, Mac OS, etc.)?*
- *Does my PC/laptop meet the minimum requirements (e.g., graphics card, memory, processor, etc.)?*
- *Does it support my preferred transmitter mode (mode 1 vs. mode 2)?*
- *What features does it offer compared to other simulators in the same price class or compared to pricier simulators?*
- *Can I purchase add-ons (e.g., new planes, flying fields, etc.) if I want to expand the standard features in the future?*
- *Can I change the level of realism (e.g., set wind conditions, change airplane configurations, create custom flying sites, etc.)?*
- *Do I prefer using a game controller or do I want to use my own (actual) transmitter when flying?*
- *Does it simulate the flight characteristics of RC planes with sufficient realism (talk to other people or check blogs/forums to see what people have to say)?*
- *Can I try it before purchasing (many hobby stores set up an in-store simulator or some of your club members may have a flight simulator)?*
- *Does an "older" version meet my needs and budget rather than buying the latest and more expensive version?*



Please keep in mind that most flight simulators specify minimum requirements that (based on my experience) are inadequate to allow smooth flying and appropriate levels of detail. At a minimum, make sure that your PC exceeds these basic requirements or meets the recommended requirements.

Likewise, some simulators do a better job than other simulators providing realism for certain airplane types. For example, helicopter pilots prefer the Phoenix flight simulator over the other two popular simulators RealFlight and Aerofly (based on feedback I have received).

I currently own RealFlight 6.5 and have also owned Aerofly Professional Deluxe at one point (which I really liked). Both will satisfy basic and advanced needs for most RC pilots. By the way, RealFlight was developed by Knife Edge Software, a company based in Corvallis, Oregon (www.knifeedge.com).

The best way to make your final decision is to test-fly the simulator at a hobby store or try out a friend's flight simulator if possible. And before you buy it, also try and see if you can get a brand-new older version of one of the popular, advanced simulators (Aerofly, Phoenix, and RealFlight) on Amazon or eBay, for example. In most cases, the preceding version does not differ much from the latest version and often can be acquired for much less money (more bang for your buck).

Opinions and preferences can be subjective as I have experienced. And in the end, your own opinion is the most important—if you don't enjoy the simulator, then it doesn't matter how realistic or affordable it is.

Following is a brief snapshot of popular flight simulators and a few other, cheaper alternatives starting with the most expensive. Good luck!

| Flight Simulator | Mfg. / Distributor | Website | Approx. Cost (US\$) |
|--|-----------------------------|--|---|
| Aerofly 5 ¹ (with controller) | Ikarus | shop.ikarus-usa.com/aerofly-5 | \$300 |
| Aerofly 5 ¹ (w/o controller) ² | Ikarus | shop.ikarus-usa.com/aerofly-5 | \$250 |
| RealFlight | Great Planes | www.realflight.com | \$200 |
| Phoenix RC Pro (with controller) | Phoenix R/C | www.phoenix-sim.com | \$175 |
| Aerofly Profesional Deluxe ¹ (with controller) | Ikarus (Mfg.) | shop.ikarus-usa.com/aerofly-professional | \$170 |
| Aerofly Profesional Deluxe ¹ (w/o controller) ² | Ikarus (Mfg.) | shop.ikarus-usa.com/aerofly-professional | \$130 |
| FS One with TacCon controller | Hangar 9 | www.fsone.com | \$130 |
| Phoenix RC Pro (w/o controller) ² | Phoenix R/C | www.phoenix-sim.com | \$130 |
| EasyFly 4 (with controller) | Ikarus | shop.ikarus-usa.com/easyfly-4 | \$100 |
| RealFlight Basic | Great Planes | www.realflight.com/basic.html | \$100 |
| EasyFly 4 (w/o controller) ² | Ikarus | shop.ikarus-usa.com/easyfly-4 | \$80 |
| EasyFly 4 Starter Edition (with controller) | Ikarus | shop.ikarus-usa.com/easyfly-4 | \$40 |
| ClearView | SVK Systems | www.rcflightsim.com | \$40 |
| PRE-Flight | Transcendental Technologies | www.preflightsim.com | \$25-\$65 (depending on configuration) |

¹ Also available for Apple Macintosh platform

² Use your own transmitter

Please note that some flight simulators offer a version with a transmitter-like game controller instead of an adaptor to connect your own (real) transmitter. I prefer using the transmitter-like controller because it does not need to be charged or turned on in order to fly.

Post-Mortem Committee



He's still on
72 mhz... mighta
taken a hit.

Steve knows how to fix stuff.
I don't think it is dead.

Naw... I think
he was just
showing off.

Dang... I really liked
that plane....
Might have been
too windy.

MEMBER PROJECTS



Ok, this member project dates back to last year. Some of you that attended a meeting in the late summer/early fall may remember Tom Schramm bringing this in for “Show and Tell”. The name of the plane is Simla I. Jim Young ordered the plans and had Tom build it for him. The plane has a 102” wingspan and is sporting an OS95 two stroke for power and weighs in at about 9lbs. The Simla is covered in Ultrakote in a pattern designed by Diana Schramm. Jim had Bernie Brader, chief test pilot for the LaPine RC club, fly the maiden for him last October and this was poetry in motion. Bernie did some mild aerobatics with it and then came in for a picture perfect landing. I don’t think the smile has left Jim Young’s face yet.



Jim Young looks on as Tom Schramm and Bernie Brader do a pre-flight on the Simla.



A closer look at the work of art created by Tom Schramm for Jim Young.



Bernie Brader, Jim Young and Tom Schramm after the first flight

A few of us got to see Chris Rankin’s Elan Jet last summer at the field and he brought this to “Show and Tell” at one of last summers’ meetings. For those that missed it, here it is.

While flying the Elan last September I noticed a bearing vibration which is not an uncommon thing to have happen in a turbine if the bearing gets contaminated with a speck of dirt or doesn’t get enough oil. I removed the engine and sent it back to Germany for service and an overall health check and, yes they did find the front bearing to be on its way out. The service with EvoJet was great but did take a little time on turnaround. They replaced the front bearings, rear bearing, updated the ECU firmware to the latest version and even modified the engine to version II by the addition of the cone on the inside of the exhaust side, aft of the power turbine. This will make the engine a little quieter and increase thrust a little over version I. When I re-installed the engine I went in with all new stainless hardware of one common size since the previous builder/owner had the engine installed with two sizes of hardware. Also in the mix is an updated ECU battery that should allow more juice to flow during those times it’s needed, such as engine starts. New Battery isn’t much heavier than original besides in turbine powered aircraft this type of weight gain isn’t even a factor at all.

Airplane is back ready to take to the Oregon skies once again.

Boomerang Jet’s Elan
 EvoJet 90 power, 19.5lbs thrust
 Fuel - Jet A
 Fuel Burn at max thrust 10.0 oz / minute
 Max RPM - 165,000
 Max speed of flow at exhaust nozzle – 1025 mph
 Engine weight – 2.1 lbs
 Airframe Speeds:
 Stall Gear Flaps down, min flight 20 mph
 normal cruise 135 mph

Airframe Max 185 mph
 Fuel Carried at Takeoff 125 oz
 Normal flight duration 8 min with reserve
 Airplane flown on Futaba FFAST 6014HS



Chris and his beautiful plane.

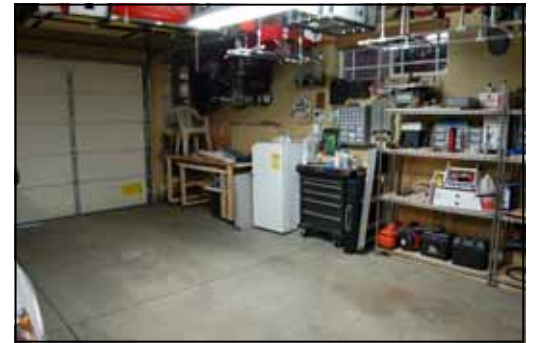
MEMBER PROJECTS CONTINUED



Greg McNutt has only been in the RC modeling hobby for just under a year and yet he now has 7 airplanes. On top of that, he has accumulated all the ground equipment people with 10 years in the hobby have and has accumulated a lot of great tools to work with. He even purchased a 24' trailer to spend time out at the field in. Now all of this is great, but I think Greg's greatest accomplishment is to make a model shop out of a standard garage! Greg lives in a home with little land and a very short driveway. To accommodate his hobby he has engineered several plane/wing racks that are used to transport his models as well as store them in his garage. This is how he has utilized every inch of his garage to make it a very workable "hanger":



Before



After



Before



After

The Ceiling



Both Cars Tucked in for the night!



JANUARY 2013 MEETING SHOW & TELL



Bruce Burgess brought this Great Planes PT40 to the meeting. It is a plane that he has completely re-built. Bruce used this plane for the covering clinic. This airplane was donated to the club to be used as a trainer but needed a lot of TLC before it will serve this purpose. It will have an OS40FP installed as it's engine. It's really looking good and should be completed by flying season for use as a club trainer.

Steve Younger brought his latest acquisition to share with us. It is a really neat production of the famous P40 Warhawk. Of course it's electric.Steve does electrics and has an amazing array of WWII warbirds. Hopefully when this one is maidenied we will all be there to share it!



This is Andy Niedzwiecke's Parkzone Icon A5 airplane. This plane is capable of flying off of land, water, grass or snow. The wheels are easily detached for the water, grass or snow capabilities. It has a 480 electric motor and uses a 3S 2200MAH battery. It took about an hour to assemble. *Earlier in the evening, this plane was crashed by Andy as he carried it into D's Hobbies. One of the pontoons was broken off but was attached to the plane with toothpicks, courtesy of Jake's in time for the show and tell section of the meeting.*

Greg McNutt brought his newly completed Club 40 pylon racer to show. This is Greg's first "build" and he did an excellent job. With little help, he built the plane, covered it by himself, and designed and produced the graphics. This plane is beautiful and Greg can be proud of a job well done. Greg is the newest addition to the Club 40 pilots association.now to survive



Bruce Burgess brought his Telemaster 40 to the meeting to show us what building an airplane is all about. Bruce is doing an excellent job on this plane. Hi is installing a 60 sized Evolution gas powered engine in this bird. It's good to see some "building" still going on in this club.

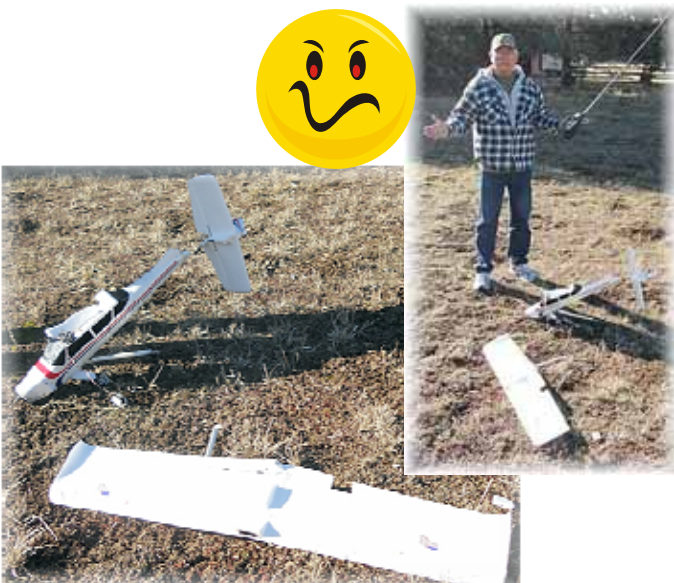
OBITUARIES

Rest In Pieces



← There is a story behind this photo...it is a recreation of an actual event that happened just before last month's meeting. Andy was carrying his new Parkzone Icon 5 into D's Hobbies to show Dave how the plane looked when assembled. He took it out of the car, which was parked right in front of the store, and tripped on one of the parking bumpers and slipped on some ice. Andy landed on all fours on top of his new plane and broke off one of the pontoons/landing gear and skinned up both hands and one knee. Luckily, the damage was minimal...to the plane...and Andy was able to walk albeit with a limp.....but both survived the incident. Andy was awarded the crash trophy later that night for crashing the plane even before it's first flight.

Darrell Loveland was recently out at the field doing his usual fancy routines with his Aeroworks Extra 260. Evidently he zigged when he should have zagged and the next thing he knew he heard an "OH NO" from several of those who were present. The usual march to the corpse commenced and the pieces were brought back to the pit area with the usual....."Hey that's an easy fix". Well, in talking to Darrell a couple of days ago, he has removed the equipment from this bird and decided that it is a goner.....what to do now?..... but buy a new plane!



← Steve Younger came to the covering clinic on Sunday, Feb 17th. It was suggested that people could bring their park flyers and fly after the clinic. Steve's initial take-off was on rougher ground than his plane liked, resulted in some minor damage to the motor mechanism. After fixing the problem, Steve again headed for the open area and hand-launched this time. The flight was going really well and Steve was getting pretty fancy in his maneuvers including doing inverted circles over the flying area when all of a sudden, things went wrong and the plane made an untimely hard landing. When asked what happened, Steve replied....."pilot error". Steve has lots more airplanes and he also said this was an "easy fix".



2012 Xmas Party



The BAM Christmas party was a huge success! The food was great, the company was festive and everyone had a good time. A surprise visit from Santa (Greg McNutt) was a lot of fun. Wonder what he said to Diana Schramm during the gift exchange?



Best BAM Xmas Party ever!



BAM Bulletin Board



Before I could head off the UPS truck, my wife came out and that's when the fight started

I know what you mean.....that happened to me last month



This could be a future feature of the newsletter. It is not intended to be a full-on classified section, but rather if you are looking for something or have something for sale or something you are not using and wish to give away. This would be the place to do it.

Also, if you have a brief question you could post that here. Let the editor know what you think.

Hey guys...could you keep the noise down...I am trying to nap here.

