

# BEND AERO MODELERS



## FLIGHT REPORT

JULY 2013

# 2013 Firecracker Fun Fly!



Three lucky winners at the 2013 BAM Firecracker Fun Fly! Bruce Burgess won a Great Planes Rifle, Jason Westlind won an Eflite Taylorcraft and Darrell Loveland won a Great Planes Escapade. A lot more on this event inside!!!

## Next Meeting

July 24, 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

A lot has happened in the last month and it's really been a fun season so far. We've got the concrete work done at the field and the first pylon race has happened and the Firecracker Fun Fly has come and gone but that's just the beginning!!! Last Saturday, July 20 was a fun day in LaPine when the LaPine RC Flyers held a contest oriented fun-fly and it was fun. All in all there were 11 pilots competing for prizes and after the contest was over, Waldemar Frank fired up the grill and fed all the people that were still left at the field. Joe Stone and crew really put on a pleasant event that was enjoyed by all that attended.

This coming Saturday, July 27th, is the second pylon race of the season at the Redmond Field of Dreams site. After that, Greg McNutt is hosting a booth at the Prineville airport's Wings and Wheels event on August 10, where he and Waldemar will present info, our brochures and display planes for the attendees of the event. A flyer for this event is included later in this newsletter. Then, the next weekend, August 17 is a combined event for scale and warbird enthusiasts when the LaPine RC Flyers and BAM get together at Popp's field for fun and camaraderie so plan on that for sure. That takes us to mid-August so check your yearly calendar on our website to see what is happening after that.

There has been a lot of talk about safety lately (as there should be). There have been some incidents at our field and other fields in the area that have resulted in near-misses that could have caused personal injuries. Our newly installed safety officer, Jason Westlind, has started a monthly column in this newsletter to keep you informed on what is being done to address issues that need addressing and suggestions for safer operations at our field. The thrust of the safety effort is not to become a rule oriented environment but a fun and safe one so don't worry, these policies that are being implemented are more recommendations and guidelines so people and guests are aware of field flight procedures.

In the near future, we will be doing some work on the interior of the clubhouse so watch for an email asking for help from club members that are able. You'd be amazed how much fun it is to work at the field and how you will feel more connected to everything else that is happening in this great club!

See you at the July 24th meeting!

Welcome



## NEW MEMBERS

No Picture Available

Welcome Page Huber to the club. He is a novice/intermediate pilot and is interested in electric planes including scale, giant scale, sport flying, soaring and park flying. Welcome to the club Page!

No Picture Available

Welcome Dan Costello to the club. Dan is an intermediate pilot and is interested in electric sport planes. Welcome to the club Dan.

# FROM THE PRESIDENT



## Message from the President

by Waldemar Frank

Dear Members, Fellow RC Pilots, and Interested Readers:



The weather in Central Oregon is surely not easy to predict and can change on a dime. Fortunately, we were lucky to have a nice sunny day for our annual Firecracker Fun-Fly event, which was preceded and followed by not-so-nice weather.

I want to thank all the volunteers and pilots who helped make our Firecracker event fun and exciting for all participants and spectators. Overall, we had our best turnout in a while. The great participation was also reflected in the number of pilot registrations and raffle ticket sales. The fundraiser for the Wounded Warrior Project (WWP) could have done better, but we will get another shot at it at our upcoming celebration of the first Annual Model Aviation Day on August 17.

This is an AMA-led nationwide celebration that will take place this year for the very first time. Rusty Kennedy, AMA's Leader Member Program Coordinator and Chairman of the Leader Member Development Committee, reached out to all AMA-chartered clubs and their Leader Members to encourage clubs to register and host a Fun-Fly event on August 17 to celebrate the Annual Model Aviation Day. In addition, AMA has been collaborating with the Wounded Warrior Project non-profit organization to combine clubs' Fun-Flys with a WWP fundraiser.

Clubs' participation in support of the Model Aviation Day and WWP fundraiser is purely voluntary and 152 clubs thus far have registered their participation (the current goal is to reach or exceed 200 registrations). Clubs have until August 1 to register an event to support this initiative.

As you may recall from past club meetings and communications, both the La Pine R/C Flyers and BAM will co-host a *Family BBQ/Scale and Warbirds Fun-Fly* on August 17. Essentially both clubs decided to combine two events that were originally scheduled as separate Fun-Flys. The combined event will take place at our flying site (Popp's Field) this year, and perhaps this could evolve into a regular co-hosted club event between Central Oregon clubs. We have been looking for opportunities to bring local clubs closer together. Using the Annual Model Aviation Day would be a great way and theme to accomplish this.

Safe flying!

Sincerely,

Waldemar Frank

BAM President

# 2013 Firecracker Fun Fly!



This is the beautiful sign that greets members and guests at Popp's Field



Here, hard at work, are the registration booth workers. They collected a lot of money.



Pilots lining up at the registration booth to pay the landing fee and buy tickets for the raffle and contribute to the Wounded Warrior Project



Greg McNutt, the good-will ambassador of the club, visits with spectators and explains the in's and out's of the hobby. He also explained the maneuvers that the pilots were performing. Good Job Greg!



From left, Paul Gumbert, Jim Young and Paul Lamb, our friends from the La Pine club enjoying the show. Jim, who belongs to BAM was our announcer.



The crowds enjoyed getting into the pit area to look at the planes and talk to the pilots



# 2013 Firecracker Fun Fly!



Continued



Planes at the Event



Chris Rankin taxiing his turbine powered Elan jet out for one of two shows he performed for the crowd. You have to see this plane fly to really appreciate it!



# 2013 Firecracker Fun Fly!

Continued



In the kitchen, Waldemar Frank, Diana Schramm and Kerry Panton are busy cooking and dealing with the health department.



The crowds kept coming in for that good old home cooking keeping the workers busy. Hey what the heck is that health department looking for in there?



The Flight Simulator was a hit with wannabe pilots !!!



Bruce Burgess explains the hobby to two interested youngsters and their dad.



Jason Westlind, Darrell Loveland and Bruce Burgess putting on a show for the folks! Bruce seems to be behind the pack or he has completely lost his plane.....?



# ROAD TRIP TO "RALLY OF GIANTS"

by Waldemar Frank

## "Rally of Giants" Event

Several of us from Central Oregon (La Pine, Redmond, and Bend) had the opportunity to attend the *Rally of Giants* event, which was co-hosted by the *International Miniature Aircraft Association* (IMAA / <http://www.fly-ima.org/>) Chapter 323 "Fighting Falcons" and the *Rogue Eagles R/C Club* down in Medford, OR.



Paul Hanes (FOD), Joe Stone (LPRCF), Bob Ingram (LPRCF/BAM) and I (LPRCF/BAM) drove there independently, but we ended up bumping into each other at the event and essentially represented Central Oregon through our presence. Paul and Joe registered as pilots and flew some of their planes. Bob and I attended as "active" spectators, helping out pilot friends as spotters and holders. Each pilot was required to have a spotter for safety reasons, which worked very well and ensured that nobody got injured or crashed into other planes.



I decided to go as spectator rather than as a participant (pilot), mainly because I wanted to enjoy an event without any obligations and commitments. Also, I wanted to observe how the event was set up and executed to see if there is something we could learn for future sanctioned events hosted by us.



Due to my work schedule I was not able to leave Bend until Friday afternoon, June 28. The actual event was set for four days (from Thursday, June 27 through Sunday, June 30), so I missed the first two days, including float flying, and was eager to get down there. Because I didn't have to pack any gear and airplanes, getting ready was quick and easy. In addition, I booked a hotel room at one of the suggested event hotels (Brookside Inn) a few days earlier, which was the official event lodging "headquarters" for many attendees.

At \$84 per night, it was a good deal (compared to other places I typically stay when travelling for business). It took me about 3 hours from Bend to arrive at my destination. The ride was uneventful and straightforward. After a quick dinner, I decided to drive to the Rogue Eagle's flying site so I would know where to go the next morning when the flying started. It was only 4 miles down the road from the hotel and easy to find. I couldn't get in since the event was already closed for the day and I had not paid for parking yet. It was not a big deal because I just needed to know the location of the flying site so I would know where to go the next day.

# ROAD TRIP TO "RALLY OF GIANTS"

Continued

I got up early on Saturday morning to have a quick breakfast and be there in time to watch the first pilots take their planes up in the air. The breakfast room at the hotel was filled with IMAA representatives and other event attendees. Everybody was wearing their respective organization's outfit and could be easily spotted.



Once I arrived at the flying site, I noticed right away how efficient the Rogue Eagles coordinated the parking of arriving vehicles. Everything was clearly marked and volunteers helped guide cars to designated parking spaces. Parking was \$5 for Saturday and included Sunday parking as well.

Pilots were assigned special spots for their airplane trailers while their RVs/vehicles had to be parked at allocated spaces farther away from the flying field. All in all, a very refined setup that allowed ease of access to the flying site while separating pilots and their gear from parked vehicles.

The event featured several food and merchandise vendors. IMAA also put up a booth and was recruiting new members in the center booth complex, which also accommodated the raffle and event apparel booths.



The few vendors included Bruce Tharpe Engineering (BTE, [www.btemodels.com](http://www.btemodels.com)), a local hobby shop, WarbirdColors.com, and others. Some of you may know Bruce personally (he says "hi," by the way).

Flying appeared to take place in random order, and was supplemented with comments from Jay Strickland, the event's announcer and also president of the Rogue Eagles. He did a great job adding a sense of humor to his commentary as he announced different planes and pilots. Occasionally there were flight demonstrations by different pilots such as a performance by several pilots featuring different giant scale WWI planes (Paul Hanes was one of the pilots who participated in the demo).



# ROAD TRIP TO "RALLY OF GIANTS"

Continued

One of the spectacular flight demonstrations was performed by Steve Coleman, from Chief Aircraft. He did an amazing job flying his 40% Extra. A YouTube video of his demonstration at the event is available via the following link: <http://www.youtube.com/watch?v=H5S8q5hJSwk>.

Unfortunately, Steve crashed his plane during his last performance while flying amazing maneuvers close to the ground. His performance was definitely one of the highlights at the event.

Many pilots brought a variety of diverse planes and I enjoyed getting a close look at the planes to admire the craftsmanship and dedication that many pilots put into their planes. I also spoke with Bruce Tharpe who was flying his giant Super Flyin' King (for a video of his big plane, please see: <http://www.youtube.com/watch?v=P1FE0YGi5V8>). It was great to see and talk to Mike Mosbrooker, our District VP. He, too, was one of the registered pilots and flew one or two of his planes.



The event featured a banquet on Saturday evening for which I purchased a ticket. Tickets were \$15 a piece and were limited to 90 tickets from what I was told (I was lucky to get one before they sold out). The banquet included a BBQ-style buffet and was very tasty. After the banquet, we all gathered for the raffle drawing, which everybody who bought raffle tickets was awaiting in anticipation. Prior to the actual drawing, Frank Fels (IMAA President) and Jay Strickland (Rogue Eagles President) honored one of their members (sorry, forgot his name) who was among the first members to join IMAA (membership # 00002!).

The raffle took a while since there were many items to raffle off (e.g., building materials such as CA, flight simulators, smaller helicopters, smaller airplanes, etc.). The final raffle prize was a giant scale F1 GT class pylon racer called *Proud Bird*. The F1 GT class is one of the racing classes defined by the *Unlimited Scale Racing Association* (<http://www.usrainfo.org>).



To my surprise, the last raffle ticket had my name on it and I ended up being the lucky winner of this beautiful racing plane. The previous owner, Cliff Sands, was the Rogue Eagles' CD for the-hosted IMAA event and decided to raffle off the airframe. My biggest challenge was figuring out how to haul the plane back to Bend since I didn't bring a suitable vehicle with me to load the plane. Luckily, Joe Stone, brought his truck and trailer and was able to take it back from me (THANK YOU, Joe!).

The plane is set up for a Zenoah GT-80 cc twin engine (hence, F1 "GT" class) and reaches speeds of more than 160 miles per hour! For a YouTube video of F1 GT Pro racing, please refer to the following link: <http://www.youtube.com/watch?v=6UFAI7MgNEc&feature=related>.



Winning the plane was a sweet and unexpected treat. I enjoy fast planes and this plane will be my winter project. Now I need to save up money to buy the engine (\$900!), servos, etc. to be able to complete it for the next season. My wife put it this way: "Do I get this right, you spend \$10 (on raffle tickets) so you can spend several hundred dollars on a plane? Oh goody."

I was glad I went and experienced the extravaganza and saw some familiar faces. Staying at a hotel proved to be a smart

# ROAD TRIP TO "RALLY OF GIANTS"

Continued

move. It was very hot throughout my stay and having access to air conditioning, a shower/bathroom, and an actual bed was nice and convenient (breakfast included).

I left Sunday morning around 10:15 a.m. after watching several pilots take advantage of the lower morning temperatures. IMAA and the Rogue Eagles did a fantastic job and kept everybody entertained and safe. Kudos for their organizational effort and dedication for making this smooth-running, fun event. Overall, I enjoyed the event very much and it was nice to see a few fellow pilots from Central Oregon.

Some more pictures of the event:



# ROAD TRIP TO "RALLY OF GIANTS"

Continued



# ROAD TRIP TO "RALLY OF GIANTS"

Continued



# ROAD TRIP TO "RALLY OF GIANTS"

Continued



# AT THE FIELD



Ok Jason, one more time around and I'll land....but watch this!

I wished he'd hurry up already, this concrete is getting too hot to sit on

Steve, the last time I saw it it was heading toward the concrete pit. Did you put your name and number in it like you're supposed too?



What the heck is goin' on down there????

Geeze John, I've never seen a plane do that before!



Well, I just got the radio last week Waldemar so I really don't know much about it.

Well, I think we're OK, I've got control at this range so we're getting it figured out!



When you're at the field watch out what you say or do.....it might end up here depending on who has a camera and if they get it to me.



# JUNE 2013 MEETING SHOW & TELL



Richard Carlson brought in this beautiful Neptune Ducted Fan flying wing. He hasn't flown it yet but be on the outlook for it at the field



Bruce Burgess brought in the Great Planes Rifle that he won at the Firecracker Fun Fly. He says it will top 100mph so look out when he's ready to fly!



Bruce Burgess brought in this StarMax P51 Electric "foamie"! It features flaps, electric retracts and a beautiful 4-blade prop.



Andy Niedzwiecki brought in this StarMax P47 Electric "foamie"! It features flaps, electric retracts and a beautiful 4-blade prop.



Tom Schramm brought in this vintage Thunder Tiger Eagle 40L equipped with an OS40FP. This is a "kit build" and Tom is master craftsman. The covering job on this plane is just gorgeous!!!



Waldemar Frank brought in this Corona 4-Channel Futaba compatible receiver that he purchased from Hobby King. He has tried the 6-channel version of this receiver with good results so he recommends that if you want an economical receiver, you should look at this.

**Be sure to bring stuff to the meeting to share and have it appear here for the entire membership to see!!!!**

# OBITUARIES

## Rest In Pieces



John Wytsma was featured in the June newsletter for the crash page. At the June meeting he was voted to receive the crash trophy. Since there are no candidates for this issue, John will get to keep this magnificent trophy for another month. This is really something to aspire to!!



Chris Shaker had an unfortunate mis-hap with his ParkZone Extra 300. The nice thing about these foamies is that they can be used for packing material if they cannot be repaired. Although he was nominated for the crash trophy he did not suffer enough damage or embarrassment to get the vote!



Andy Niedzwiecke brought in this FlyZone F4U to show and tell at the May meeting. After maidenizing it he decided to show it off at the Fire Cracker Fun Fly. After flying 3 other planes he decided to WOW the crowds with this bird and that he did when he crashed on take-off.





# LOCAL EVENT "HEADS UP" !

Hey Everyone.....

Our "Club Goodwill Ambassador" Greg McNutt has been asked to represent the RC community at the event listed below. He and Waldemar are going to set up a booth and some planes and and our brochures and basically represent our hobby to the enthusiasts that attend this function. It should be fun with different kinds of aircraft to view, some rides offered, a swap meet and vintage cars to look at. If you are not doing anything on the 10th of August, this might be a fun jaunt for you to consider. Just sayin'..... 😊

**Saturday AUG. 10th**

**PRINEVILLE AIRPORT** *\*\*EAA Breakfast\*\**  
*BBQ lunch*

**WINGS & WHEELS** *Bob Reid*

*Fly in, Drive out  
\*\*Just about up!\*\**



**Display Aircraft, Classic cars, and more...**

**Discovery Flights**

**Aircraft related "Fly Market" and Swap Meet—Clean out your hangars!!!**

**Kid's Activities, Model Airplanes**

**Gliders & Helicopter Rides**

**Flight Simulator**

**RAFFLES !**

**PRIZES !**

**BRING THE KIDS!**



**For More Information Contact:**  
**Kelly (541) 416-0805**  
**Prineville Airport**  
*kcoffelt@cityofprineville.com*

# SAFETY REPORT



First off, I would like to thank all of you for the opportunity to serve as the club's new safety officer. Safety has been a great concern lately, and we would greatly benefit from promoting and establishing safe practices in a manner that will not take away from the fun we all have.

The Executive Committee met earlier this week and has established a set of safety guidelines that will be distributed to everyone in the immediate future. I want these guidelines to act as a reminder to us all to ensure safe and enjoyable flying.

Each month I would like to address a specific safety guideline or offer advice to make your experience safer. This month I would like to focus on securing your aircraft. We have recently had several incidents of out of control aircraft in the pit area due to aircraft not being secured. When starting or arming your aircraft, please hold onto it, use a start-up stand, use a leash, or ask someone else to hold it. It is more intuitive on gas/nitro aircraft but is just as important on electrics during the arming process. This is extremely critical in the event of a problem such as having your radio set to the wrong model or a channel incorrectly set on your receiver.

An aircraft should never be left unsecured at any time, such as when retrieving your radio, for example. You could bump the throttle and lose control of the aircraft. Always secure your aircraft while performing any radio adjustments or engine tuning while the aircraft is armed or running. It is also good practice to keep your aircraft pointed in a safe direction at all times.

By slowing down and taking your time, we can ensure a fun and safe environment for all. Remember: It is the responsibility of all pilots to ensure safe flight operations.

Have fun and be safe!

Jason Westlind  
(Field Safety Officer)

# 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.