

BEND AERO MODELERS



FLIGHT REPORT

JUNE 2013

Field Improvements are Happening!



On May 25, a work crew converged on Popp's field to prepare the site for some exciting improvements! Read more about this inside!!!



NEXT MEETING

June 26, 2013

6:30 pm at Jake's Diner

Food available
come early to visit and eat.



PRESIDENT

Waldemar Frank

541-330-8165

rcbonanza@gmail.com

VICE PRESIDENT

Rick Burgess

541-504-5999

rickb@bendbroadband.com

SECRETARY

Greg McNutt

541-550-7898

gregmcut@aol.com

TREASURER

Tom Schramm

541-388-9292

tbranch@bendbroadband.com

Safety/Field Marshall

Steve Younger

541-382-8880

scy@bendbroadband.com

Flight Instructors

Bruce Burgess

541-350-8692

Rick Burgess

541-504-5999

James Fredericks

541-350-5564

Jason Westlind

541-550-7178

AMA District XI AVP

Chris Rankin

541-593-3294

MissleMist@rocketmail.com

FLIGHT REPORT Editor

Andy Niedzwiecke

541-389-6012

andynez@q.com

FROM THE EDITOR



by Andy Niedzwiecke

It seems like safety has become the topic of the day and in light of some recent observations and events it probably should be discussed. I noticed in this month's presidents report he makes some comments on this subject but I thought I would throw in my two cents. For those of you who have not read the AMA safety code and the RC specific safety guidelines, I have included them in this newsletter. It is no one's intention to spoil any fun and certainly not to make rule upon rule so as to make anyone uneasy but the fact remains that if there are not some enforcements of common sense guidelines then our members and guests are at risk of getting hurt. Please take a moment to review the AMA safety guidelines. Also, we are in the process of putting a fire extinguisher and first aid kit in the lock box in the clubhouse. When they are in place, if you are the first one at the field on any given day, please unlock the box so the emergency equipment is readily available. Someone recently asked how, if a 911 call was made, the responding agency would find us. Here is some valuable information provided to us by Greg McNutt's wife, Betsy who makes her living knowing these kinds of things.

"All jurisdictions with Phase II cell phone coverage transmit the subscriber name and Lat/Long of the caller. Nearly all agencies of any size, say over population served of 30k, have a map which pinpoints the caller's location. If the caller moves locations, say running, the towers triangulate the location and resubmit to the e911 receiver, which then replots the location on the map.

It would be a suggestion, if you wish to give further info to the 911 center, to submit a plot map and/or driving grid to the center. All centers have a premise file or common name file. Many of those files also contain floor plans and driving directions. Those common name files are electronic and connected to the e911 software.

Well, that's it for this month and don't forget our Firecracker Fun Fly this Saturday, June 22. Some people are arriving Friday night and camping so you might get to see some night flying if you want to make a night of it.

Andy

Welcome



NEW MEMBERS



Meet John Snyder

John has recently started flying R/C. He actually started out with helicopters and is still trying to master his flying skills. He has a few smaller helicopters, but also purchased a small electric trainer plane. He came out to the park flying and our flying field a few times. Rick and Waldemar both flew with him using a buddy box system. John is interested in both airplanes and helicopters. Also, he has interest in combat, sport flying, jets, and 3D aerobatics. Welcome John!!

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.

FROM THE PRESIDENT



Message from the President

by Waldemar Frank

Dear Members, Fellow RC Pilots, and Interested Readers:



With our BLM Right-of-Way (ROW) grant finally signed off, our first major field improvement—the concrete entry pathway and club house floor—has been implemented. We are very pleased with the craftsmanship and are already enjoying the new enhancements to the field. I also want to thank everybody who helped with the preparation and the finishing touches to complete the project. Going with concrete should prove to be a good solution and last for many years to come.

We have further improvements planned for the next 2-3 years, but will need to determine cost and effort first before we can make any final decisions on priority and feasibility. For this year, we will just make minor repairs/improvements as necessary and await the next budget period to have the necessary funding for other bigger projects. This year's remaining funding is allocated for supporting outstanding club events and covering our normal operational expenses. And with our 20-year BLM ROW grant, we can approach field improvements differently and invest in longer lasting solutions.

“Safety” continues to be an ongoing discussion—not just at BAM, but also at other clubs. A recent incident at the La Pine club illustrated how critical it is to define, document, and enforce safety rules in addition to AMA's safety rules. One of their members has been suspended from flying for a 30-day period after maiden-ing a custom-build plane at their annual fun-fly. The airplane went rogue at takeoff and almost hit spectators and parked cars, eventually hitting a tree.

This incident highlighted two lethal ingredients that require special handling and care in order to minimize safety risk: (1) it was a maiden flight carried out at an event with many spectators and pilots and (2) it involved a custom-built airplane assembled from different parts from several airplanes (a non-tested/unproven configuration). Thus, I would like to remind BAM members not to maiden any planes at any of our events. If you want to fly a new plane at an event, please make time available to test fly it prior to the event so you can be sure that it flies and that you feel comfortable flying it. We will continue our own safety discussion and measures to ensure that spectators are safe and members as well as visiting pilots understand safety rules specific to our field.

On an unrelated note, you may have heard that we will be introducing membership cards soon. The purpose of the membership cards will be twofold. First, it serves as proof that you are a current club member when at the field or shopping at a hobby store. With many new faces, it makes sense to have a formal membership card. Likewise, many hobby stores offer discounts to AMA-chartered clubs and their members. Second, the membership card will show the lock combination to access the field so you won't have to remember the correct combination. This first batch of membership cards will be distributed to all current members in the near future. Moving forward, new members will receive their card together with their name tag and club hat. Starting in 2014, existing members will receive their membership card as part of the renewal process.

See you at the field!

Sincerely,

Waldemar Frank

BAM President

COMMUNITY OUTREACH AT SUMMIT HIGH SCHOOL

by Waldemar Frank

Summit High School Field Day

It's hard to believe that another school year is already over (as of this writing) and the kids get to enjoy a long summer without school work—I wish I would have the summer off and could work on all my airplane projects.

On May 31, Summit High School had a Field Day—a two-hour event, which was intended as a fun way for teachers and students to close out the school year. The event itself reminded me a bit of a school carnival for extracurricular activities.

My wife and I attended the event to represent the Summit R/C Flyers club by offering buddy box flying to interested students and teachers. Our flying field was one of the school baseball fields, which was perfect as the short grass made it easy to take off and land without requiring a proper runway.



Once the event started, it took a while for interested students to show up as our spot was a bit removed from other activities and competing with a nearby (gigantic) blow-up bouncy house, which one normally would see at little kids' birthday parties. Apparently I underestimated the maturity of the students and many actually lined up to take their turn at the bouncy house. And the “hip” music that blasted from the bouncy house across the field appeared to add to its attraction.

Fortunately, a teacher made announcements over the sound system and let students know about the flying opportunity. Also, I started flying airplanes so students would notice us. Eventually the first students started coming over and asking about the airplanes that I brought. I flew my electric trainer plane (Multiplex Mentor) and gave each student about 5 minutes of flying time. It was initially difficult to keep up as the line of students grew and some students ran out of patience to wait for their turn. Having a second plane/instructor would have been helpful, but it still worked just fine in the end as the surge of interested students slowed down.



Most of the students that came over were boys, but we also had a few girls. The majority of the kids had never flown before and it was interesting to watch how each student adapted to the challenge. And we even had a few teachers stop by to watch and listen to the pre-flight briefing as I was getting ready for the next student. My last flight was with the band teacher who was assigned to our activity. It was his first time flying an R/C plane and he had the tendency to fly low and towards the nearby trees, which required my constant focus.

Overall, the event was a fun way to wrap up the school year and our (BAM's) first attempt to assist a school with AMA's MASC program (MASC = Model Aviation Student Club). I certainly have learned something new about the MASC program and how to further refine our engagement with schools. Likewise, I have some ideas for the next school year, including a formal curriculum and building projects to provide more hands-on involvement. And I am glad that I have the summer to prepare for it so that we can hit the ground running. I am pleased that BAM is leading this effort here in our community—it should be fun!

FIELD MAINTENANCE AND IMPROVEMENTS



Ok, for those of you that have not been to meetings or the field lately, here is a collection pictures from two work days that have been held to get the concrete projects for the clubhouse, field entry, wheelchair area off the main taxiway and the area in front of the porta-potties ready. A large number of members volunteered time and equipment to help prepare the facility for the concrete contractor. Special thanks to Tim Peterson for his tractor and time and a very big Thank You to Steve Younger for all of his time spent working and over-seeing this effort.



This will teach that Polack to take a nap when the rest of us are working!

Are you sure it's only six inches deep, I thought it was supposed to be six feet

Steve, just shut up and keep shoveling



Of course there was the usual amount of clowning around!



AT THE FIELD



On May 25th, after the work was done, Bruce Burgess finally had the opportunity and weather to maiden his "kit built" Telemaster 40 with an Evolution 10cc gas engine. As you can see the maiden was a success. On this same day he gave other members that were present, the opportunity to buddy box with him to enjoy the plane. Good job and thanks Bruce!



Fun In the Sun at La Pine !

Recently, the La Pine RC Flyers held their annual fun fly at their facility at Dorrance Meadow in La Pine and several of our members attended. Here are some pictures of that event.



CLUB 40 RACING



On May 18, the first “contest” pylon race was held at BAM’s field. The weather was very iffy and there were intermittent cloud bursts when planes, computer equipment and pilots had to seek shelter. There were seven pilots present and the races went without damage to any planes or pilots. There were enough volunteers to cover all the tasks required so all in all it was a fun day. The next race is July 27th at the Field of Dreams.

Here are the standings to date:

Bruce Burgess	(19 points)
Darrell Loveland	(18 points)
Joe Stone	(17 points)
Waldemar Frank	(16 points)
Tony Bass	(14 points)
Greg McNutt and Rick Burgess	(13 Points)

I might add that we were treated to some amazing aerobatics by Tony Bass during his races.



Pilots and Volunteers who braved the elements to race and have fun!



Gentlemen...Start your engines!

Bruce and Rick Burgess, race officials and contenders setting up and checking the computer and race results.



Joe Stone and Greg McNutt battle it out

Weather Break.. Wet!



Lap Counters hard at work, where's Tom's hard hat?



MAY 2013 MEETING
SHOW & TELL



Jerry Burgess brought in his new Evolution 15cc gas engine. It is effectively a .91 engine in a .61 case. It runs on a 25:1 fuel mixture. I think Jerry is out to buy all the Evolution gas engines as they come out.



Rick Burgess showed this H9 60-sized Sopwith Camel that he built for a friend. It is powered by a Saito FA90R3 which is a 90 sized 3 cylinder radial. Both the plane and engine are no longer available. Great job!



Greg McNutt could not make the May meeting but he just completed a TBM Wedell-Williams Red Lion racer. This is a very large plane powered by a DLE55 engine. Greg did a great job of assembling and rigging this plane, it's beautiful!!!



Andy Niedzwiecke brought in his Flyzone F4U Corsair. It comes complete with retracts and nav lights and it uses a 2200 3S LiPo battery. It also comes with a Tactic 6 channel receiver but Andy decided to swap that out for a Futaba 617FS receiver. The maiden flight was on 6/15/13.

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



Before



After

On June the 6th, Greg McNutt decided to maiden his TBM Wedell-Williams Red Lion Racer. The flight lasted about 7 seconds. The plane, thankfully suffered only minimal damage and Greg is already working on restoring it to it's original condition.



John Wytsma decided to attend the La Pine fun fly recently. He was going to fly his Top Flite Contender like he had on so many other days. On take-off his plane zigged when it should have zagged or in other words, it went left instead of right. On further inspection it was discovered that the aileron direction was reversed.....hmmmmmm. He is now in the process of making repairs.