

Bend Aero Modelers



FLIGHT REPORT

APRIL 2014

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Well, there was no shortage of clowning around and razzing as the practice races commenced for the 2014 Club 40 racing season begins.

The wind was a bit challenging and most of these planes are new this year, being replacements for aircraft lost last season but a good time was had by all.

A couple of pilots failed to show, having various excuses but when the flag comes down the best will win!!!



Left to Right: Bruce Burgess, Ron Wallace, Waldemar Frank and Greg McNutt

Next Meeting

April 23, 2014
6:30 pm at Jake's Diner

Food available
come early to visit and eat.



FROM THE EDITOR



by Andy Niedzwiecke

Hey everyone.....is it summer yet? It sure has felt like it the last couple of weeks and a lot of us have been at the field spreading our wings, despite the winds which have been turbulent at times causing some rough flying and a couple of crashes.

There's been a lot of maiden flights happening and a lot of bench flying going on as well. Last weekend was the Club 40 pylon race workshop where we got to preview some of this year's hopefuls as they took their competition machines to the air. If you didn't get to see the action last year, you should really make an effort to come out and watch our pilots as they try to be the best. This will be the 5th season and the pilots have gotten better and better so many of the races are very very close and of course on the ground the guys do their fair share of razzing each other which is comedy itself. The first race of the season is Saturday, May 17 so make plans to attend and root on your favorite plane and bring a friend or two.

I will be going on my first vacation in over 10 years tomorrow (Tuesday, April 15) which is why the newsletter is out so early. The reason I mention this is I'm going to try to visit the North Las Vegas RC airfield and I hope to get some pictures and a story for the May newsletter. Of course I'll stop to see our son Steve (who is responsible for our great sign on the South side of the clubhouse) his wife and our two grandkids. I'll be back in time for the next meeting though so be sure to bring your stuff in for show and tell so the meetings continue to be entertaining.

See you all soon!

Welcome



NEW MEMBERS



A warm BAM welcome to our newest member, Tom Royce. Tom has been flying R/C and FPV for a few years now. He is self-taught and has been using public areas to train himself. Eventually he would like to take his FPV passion to a commercial level once he has refined his current set-up. Tom has been a guest at our field a couple of times and recently joined AMA so he could fly at our field and become a full BAM member.

We believe that he is Tom number 5, so we may need to come up with a naming convention to differentiate all the Tom's. (Greg McNutt has already given this a shot)

Welcome to BAM Tom!

FROM THE PRESIDENT



Message from the President

by Waldemar Frank

Dear Members, Fellow RC Pilots, and Interested Readers:



First Person View (FPV) flying is gaining greater momentum and has caught some interest even in our club. Although the general FPV technology has been around for many years, it appears to have received greater focus as a result of a lively public discussion about drone technology and the evolving regulations that govern both drone technology and FPV flying.

We have only one current member and one prospective member from what I understand who are involved in FPV flying. So I can't say that our club is "into" FPV flying yet (or will be in the future). Nevertheless, I have been monitoring some of AMA's involvement and ongoing blogs that focus on FPV flying.

If you would like to follow AMA's involvement and active discussions, you can refer to the below AMA blog page that includes a list of several ongoing blog topics (you can even start your own blog):

<http://amablog.modelaircraft.org/>

There is also a specific blog about FPV flying and the licensing requirements, which you can access via the following link: <http://amablog.modelaircraft.org/blog/2014/04/02/licensing-for-fpv-pilots/>

In addition, AMA created a document about FPV and licensing, which you can access below:

<http://www.modelaircraft.org/files/FPVFCC.pdf>

As some of you may already know, in most cases and depending on the equipment used by FPV pilots, you will require an amateur radio operator license from the FCC:

http://wireless.fcc.gov/services/index.htm?job=licensing_2&id=amateur

In general, there is some concern that drone technologies and related regulations may spill over into R/C FPV flying and further affect the recreational R/C pilot by increasingly diluting the separation between technology requirements, licensing, and regulation for FPV flying in our hobby.

It is becoming evident that the many stakeholders (on either side) who have a say in this discussion will continue to push their respective agendas and objectives. For us recreational R/C pilots, staying vigilant and taking action when appropriate as well as enabling AMA to represent our interests is a personal endeavor. And this is not just applicable to special interest groups in our hobby, but rather a mutual mission for all AMA members and recreational R/C pilots.

Fly safely!

Sincerely,

Waldemar Frank

BAM President

SETTING UP A TWIN

by Andy Niedzwiecke



I first got interested in twins a long time ago and had heard that with a computer radio you could program it so that the engines would operate separately. I wanted the left engine to operate when the 3-position switch was in the up position and I wanted the right engine to operate when the 3-position switch was in the down position. When the 3-position switch is in the center position I want both engines to operate together without the use of dials or outboard synchronizers. In other words I wanted the engines only to respond to the throttle control.

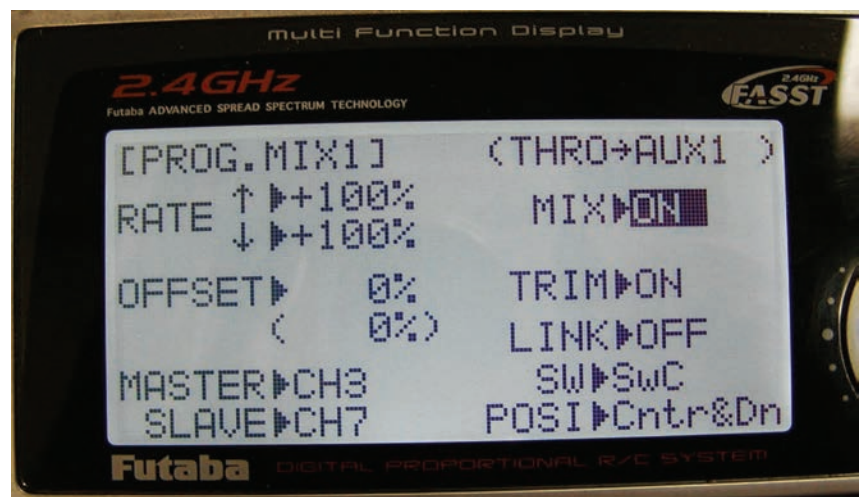
You can set up a twin with a y-harness or a synchronizing box, but if you have a computer radio why not set them up like a real airplane operates? I have borrowed some verbiage from a Futaba FAQ and have provided pictures from my radio which is a Futaba 10CAG. These instructions were written for a Futaba 9C but with some interpretation you could use this setup for a Futaba 8U, 9C, 9CS, 10CAP and 10CAG. I might add that the Futaba tech support is great if you have questions about something that just doesn't work.

Ok, so on with the show. The easiest approach utilizes 3 available premixes. The left engine will have it's servo plugged into channel 3. The right engine will have it's servo plugged into channel 7.

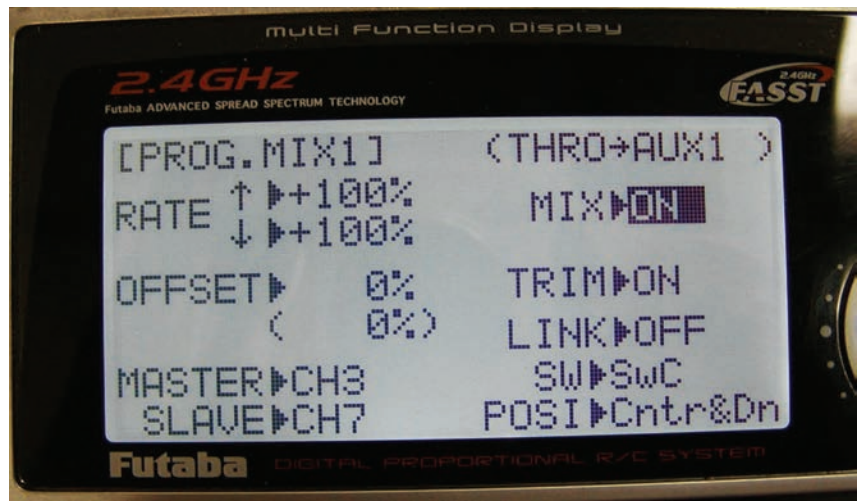
At this point I go ahead and set up the endpoints and the subtrims for channels 3 and 7. I also tune each engine separately to run at it's own optimum. It is not necessary to have them run at exactly the same RPM, within 1000 RPM's will work just fine although closer would be better but don't sweat few hundred RMP's

Step #1. Create a pmix using THR to 7 100% switch C positions center and down. (you can use any 3-position switch but C is convenient.

- Press **Mode Button** (twice if needed) to open **Advanced** menu.
- Turn dial **up** or **down** and press to select an open pmix.
- Cursor over to **MIX** and use dial to turn mix on.
- Cursor down to **MASTER** and turn dial until **MASTER** reads **THRO**.
- Cursor down to **SLAVE** and turn dial until **SLAVE** Reads **AUX1 (channel 7)**
- Move cursor to **TRIM** and use dial to turn it **ON**
- Leave **LINK** off.
- Cursor down to **SWITCH** and select **SWITCH C**.



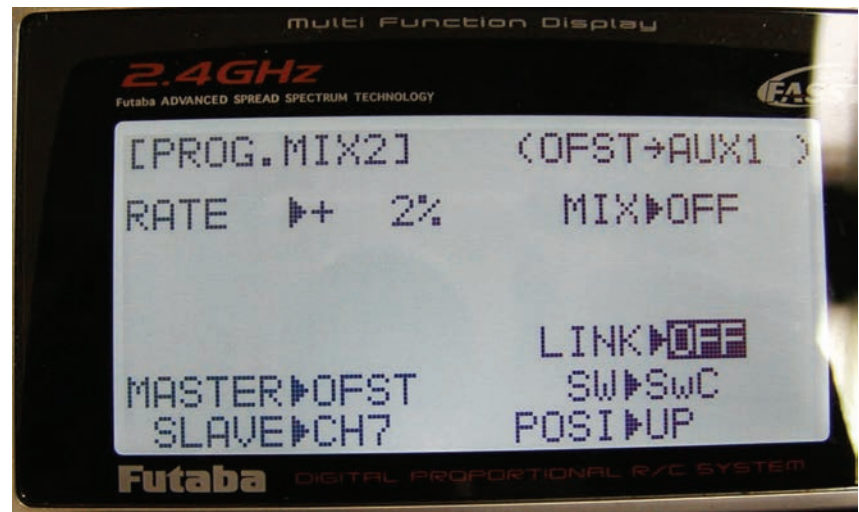
- Cursor down to **POSI** and turn dial to select **Cntr&DN**
- Cursor to **RATE**, move throttle to bottom position and set % to **100%**
- Move **THROTTLE** to full up position and set% to **100%**
- Leave **OFFSET** at **50%** and press **END** twice to exit Menus.



Note: This screen does not show the 50% offset but when you get all the mixes done, this does work! At this point I can't remember if I tried the 50% offset and it didn't work or not but if you set your screen to this image it will work as I just proved it out on my setup. Futaba advised me to play with the rates and offsets if these recommendations did not work but they are a good starting point.

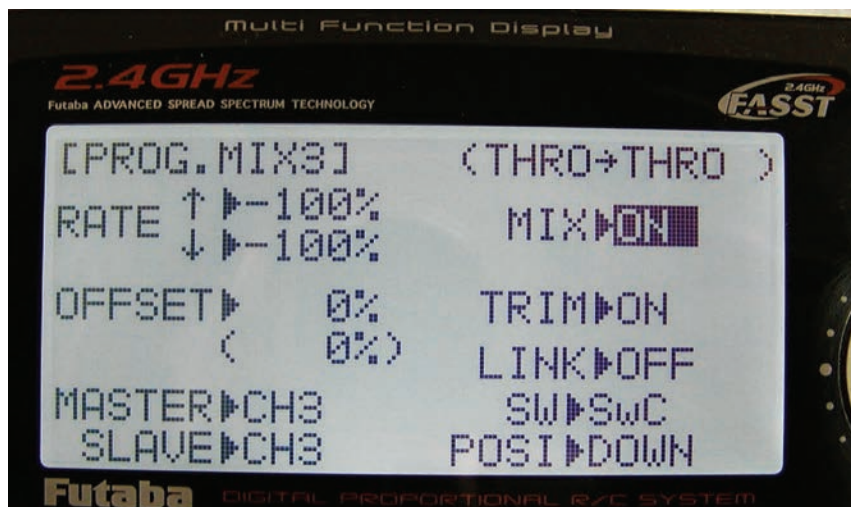
Step #2 Left throttle operates properly on the throttle stick already with no changes needed, so that is the up switch position for the channel 3 servo. However, the channel 7 servo needs to be brought to idle. To do this offset mix channel 7.

- Press **Mode Button** (twice if needed) to open advanced menu.
- Select and open pmix
- Cursor over to **MIX** and turn dial **MIX ON** (it shows **OFF** here but when you are setting it up you need to make sure this is **ON**)
- Cursor down to **MASTER** and turn dial until it reads **OFST**
- Cursor down to **SLAVE** and turn dial until it Reads **AUX1 (channel 7)**
- Leave **LINK** off
- Cursor down to **SW** and select **Switch C**
- Cursor down to **POSI** and turn dial until it reads **UP**
- Cursor to **RATE** and set % to **75%** (reverse direction if needed to operate properly) You can see from my screen That I had to set my rate at 2% to work for me. Remember these are starting points depending on your radio.
- Press **End** twice to close menu



Step #3. Now we need to operate the channel 7 throttle, but not the channel 3 throttle when we move the throttle stick with switch C in the down position. To do so we need to do a pmix of throttle to throttle, -100% in each direction, link off, trim off and offset 0%, switch C down.

- Press **Mode Button** (twice if needed) to open **Advanced Menu**.
- Select an open **pmix**.
- Cursor over to **MIX** and use the dial to turn it **ON**
- Cursor down to **MASTER** and turn the dial until it reads **THROTTLE (channel 3)**.
- Cursor down to **SLAVE** and turn the dial until it reads **THROTTLE (channel 3)**.
- Cursor over to **TRIM** and use dial to turn it **ON**.
- Leave **LINK OFF**
- Cursor down to **SWITCH** and select **SWITCH C** with the dial.
- Cursor down to **POSI** and use dial to select **DOWN**.
- Cursor over to **RATE**, move throttle to bottom and set % to **-100%**.
- Move throttle to top and set % to **-100%**.
- Move throttle to bottom and throttle trim to bottom and press and hold dial to select this as the **"OFFSET TO"** position.
- Press **End** twice to close menu.



Step #4. Now you need to turn off the channel 7 knob to avoid it's position affecting your right engine.

- Press **Mode Button** to open **Basic menu**.
- Turn dial up or down to select **AUX CH**.
- Turn dial left or right until it reads **CH7 NULL**
- Press **END** twice to close the menu

At this time you will need to reset the throttle trim to 0%

My kill switch (switch F) will only kill the left (ch3) engine and I have talked to Futaba about this and they sent me a mix that didn't work so I think I'll just use -trim on the throttle to kill the right(ch7) engine. This setup is for Futaba radios but it may help to lead you in the right direction on other brands. Anyway, give it a try and see if it's right for you!

Andy

TOM SCHRAMM IS AT IT AGAIN!

Continued

Well, we're lucky to get an update from Tom "Master-Builder" Schramm. If you will remember in the last newsletter he showed us the framework for the Balsa USA 1/5 scale Citabria Pro that he had purchased from a consignee at D's hobbies.

This month he's in the covering stage of his build. He's chosen Bright Yellow Coverite fabric covering which he claims uses low heat and is easy to handle. He did cover the framework with SIG heat activated adhesive before applying the fabric. He reports that the shrinkage is nice and the fabric gives the plane a nice authentic look.

The trim color is Ultracote Fluorescent Purple which he applied with low heat. He says he did not use Windex, which is another method of trim application that does not require heat.

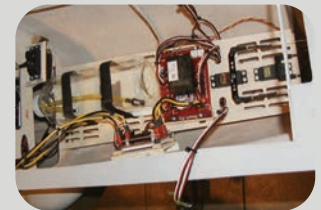
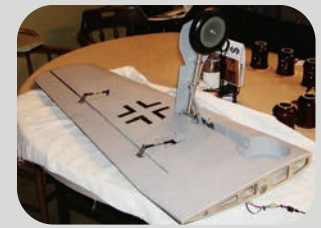
Good Job Tom!!!! We can't wait to see this beauty at the club meeting and in the air.



SHOW & TELL



March Meeting



Jerry Burgess brought in his beautiful KMP ARF 1/5 scale FW190 D9. It is powered by a Desert Aircraft 60cc gas engine and features Sierra retracts that have been modified to electric operation by Down and Locked. This is a beautiful bird and we can hardly wait to see it's maiden flight!



Greg McNutt's daughter provided him with this sign for his shop. Greg has created quite a shop for the time he has been in the hobby.



Roger Bladholm brought in a very nice Multiplex Fun Cub to show. He has been learning to fly off water and is really enjoying it. Very nice plane, and it is his second after some learning mishaps on his first.



Bruce Burgess brought in a new hinge slot tool that he discovered called the AeroBroach. He demonstrated how easy it was to use and says it is now his preferred tool to use for hinge slotting. You can get more info at <http://www.aerobroach.com>. Thanks Bruce!

Members are encouraged to bring in stuff for show and tell. A new plane, a new piece of equipment, a new tool, please share what interests you with the rest of us!

OBITUARIES

Rest In Pieces



Bob Ingram was the proud last recipient of the crash trophy after crashing his World Model's T34 Mentor. He said he lost control and could not prevent this unfortunate happening.



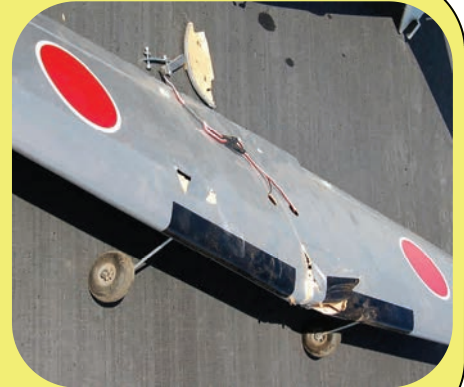
On a recent trip to the Bend Elks Bingo night, Bob did anything but crash. He won a couple of pretty good sized bingo's and was crowned King and given a horn to blow and blow he did much to the chagrin of those of us who were sitting close by.



Steve Younger had some bad luck with his Fokker DVII. He says that it was flying fine until the ESC gave out as he was making a flyby to the East. He expertly got the nose up to make a flat landing and avoiding serious damage. He says it's ready to go again.



Andy Niedzwiecke's Seagull Zero met it's demise at the mercy of some winds out at the field. A dust devil caught this plane just as it was taking off and there was no recovering it. I donated it's organs to another plane.



AMA Sanction 14-397



Oregon Scale Fly-In & USSMA Challenge

9am-5pm, Sat-Sun, June 28-29, 2014

**All scale RC fixed wing models welcome.
Open flying all day from 2 flight stations. 2 flight stations reserved for USSMA Qualifier. Qualifier classes: Expert, Team, Advanced, Pro-Am Pro & Sportsman. All classes fly both days. Visit www.usscalemasters.org for 2014 Competition Guide and Qualifier Requirements.**

NO Turbines Please

\$20 registration Fly-In only, \$30 Fly-In plus Qualifier

(Registration Fri June 27, noon -9pm & Sat June 28 starting 7:00am. AMA card required.)

Fly-A-Ways Field
Dersham Road
North Plains, OR

Just off US HWY 26, Exit 55

GPS coordinates

Latitude: 45° 36' 14" N

Longitude: 123° 2' 32" W



Visit www.flyaways.org for updated info and detailed schedule
CD: Scott Enochs r.scott.enochs@gmail.com 503-806-2262
Limited RV & tent campsites, no hook-ups, reservations required
Partial proceeds to Civil Air Patrol Cadets

OPEN TO THE PUBLIC....SPECTATORS WELCOME!!!!

2014 Oregon Scale Fly-In & USSMA Challenge Schedule of Events

(USSMA flight rounds dependant on number of entries. Minimum expected flight schedule shown.)

Time	Friday June 27		Saturday June 28				Sunday June 29				
7:00 AM			Registration (USSMA ProAm Class must register before 10am)	Open Flying					Open Flying		
8:00 AM											
9:00 AM											
10:00 AM											
11:00 AM											
12:00 PM	Registration	Open Flying								People's Choice Line-Up	
1:00 PM											
2:00 PM											
3:00 PM											
4:00 PM											
5:00 PM											
6:00 PM			Dinner at Gordon's Barbeque								
7:00 PM											
8:00 PM											
9:00 PM											

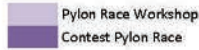
Expect unscheduled fun events and flight demos to occur throughout the weekend

Bend Aero Modelers - 2014 Event Calendar

Last Update: 12/26/2013



Club Meeting



Pylon Race Workshop
Contest Pylon Race



BAM Renewal Deadline



Pine Nursery Park Fun-Fly



Competition Fun-Fly



National Holiday



BAM Christmas Party



Family BBQ & Scale Fun-Fly



Annual National Model Aviation Day & Firecracker Fun-Fly

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

January 1st - New Year's Day

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

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

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

April 20th - Easter Day

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

May 11th - Mother's Day / May 26th - Memorial Day
May 17th - Pylon Race at Popp's Field/BAM

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

June 15th - Father's Day
June 21st - Pylon Race at Dorrance Meadow/La Pine

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

July 4th - Independence Day
July 26th - Pylon Race at FOD/Redmond

August							
Week	Sun	Mon	Tue	Wed	Thu	Fri	Sat
31	27	28	29	30	31	1	2
32	3	4	5	6	7	8	9
33	10	11	12	13	14	15	16
34	17	18	19	20	21	22	23
35/36	24/31	25	26	27	28	29	30

August 30th - Pylon Race at Popp's Field/BAM
NOTE: Due to a scheduling conflict with Jake's Diner the August meeting is on a TUESDAY.

September							
Week	Sun	Mon	Tue	Wed	Thu	Fri	Sat
36	31	1	2	3	4	5	6
37	7	8	9	10	11	12	13
38	14	15	16	17	18	19	20
39	21	22	23	24	25	26	27
40	28	29	30	1	2	3	4

September 1st - Labor Day

October							
Week	Sun	Mon	Tue	Wed	Thu	Fri	Sat
40	28	30	30	1	2	3	4
41	5	6	7	8	9	10	11
42	12	13	14	15	16	17	18
43	19	20	21	22	23	24	25
44	26	27	28	29	30	31	1

November							
Week	Sun	Mon	Tue	Wed	Thu	Fri	Sat
44	26	27	28	29	30	31	1
45	2	3	4	5	6	7	8
46	9	10	11	12	13	14	15
47	16	17	18	19	20	21	22
48/49	23/30	24	25	26	27	28	29

November 27th - Thanksgiving Day
NOTE: Due to Thanksgiving and a scheduling conflict with Jake's Diner the November meeting is a week earlier and on a TUESDAY.

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

December 24th - Christmas Eve
December 25th - Christmas Day
December 31st - New Year's Eve
January 1st - New Year's Day



Bend Aero Modelers



Bend, Oregon | AMA District XI | AMA Charter 2311

CLUB-40 Pylon Racing Schedule

2014 Season

General Overview

Racing Dates (weather permitting)

- Race Workshop 12-April-2014 (Popp's Field)
- Contest race 17-May-2014 (Popp's Field)
- Contest race 21-Jun-2014 (Dorrance Meadow)
- Contest race 26-Jul-2014 (Field of Dreams)
- Contest race 30-Aug-2014 (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)

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.	<ul style="list-style-type: none"> • Course setup • Pilot registration • Technical inspection • Role assignment (of volunteers)
9:15 a.m. – 10:00 a.m.	<ul style="list-style-type: none"> • Test flying (optional)
10:00 a.m. – 10:05 a.m.	<ul style="list-style-type: none"> • Racing matrix setup
10:05 a.m. – 10:15 a.m.	<ul style="list-style-type: none"> • Pre-race orientation & safety briefing
10:20 a.m.	<ul style="list-style-type: none"> • 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.	<ul style="list-style-type: none"> • Break
12:05 p.m. – last heat	<ul style="list-style-type: none"> • Continuation of heats
Shortly after last heat	<ul style="list-style-type: none"> • Final scoring • Winner announcements



BAM's Pylon Racing Committee Members

Contact	Email/Phone
Bruce Burgess	ke6gkc@vkw.net
Rick Burgess	rickb@bendbroadband.com
Waldemar Frank	info@bamrc.com +1-541-330-5508



Bend Aero Modelers



Bend, Oregon | AMA District XI | AMA Charter 2311

CLUB-40 Pylon Racing Schedule

2014 Season

Directions to Popp's Field

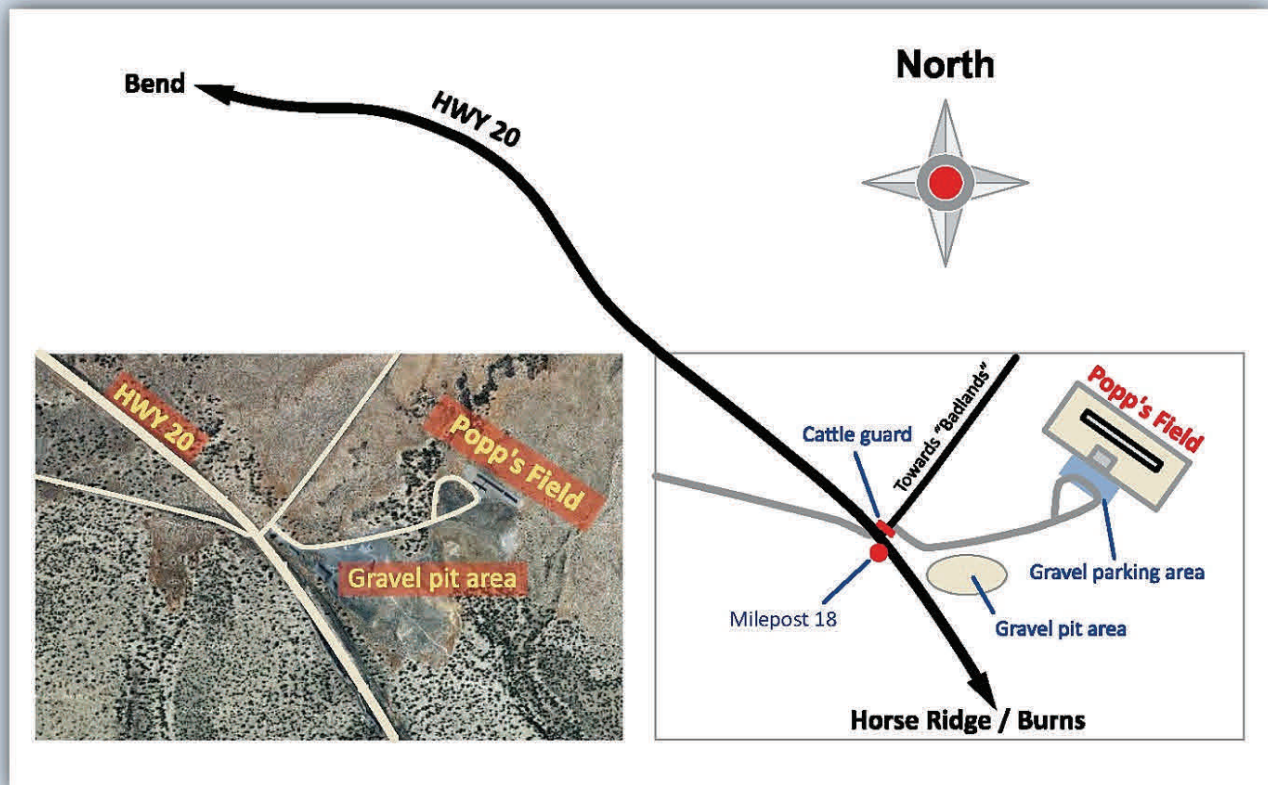
Popp's Field is located approximately 18 miles east of Bend, OR, just off State Highway 20:

1. Follow Highway 20 east towards Horse Ridge (look for signs towards *Burns*).
2. Shortly before reaching milepost 18, you will see a paved road towards the *Badlands* and a gravel pit area on the left of Highway 20.
3. Make a left turn 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 the below link:

<http://fieldofdreamsrc.com/>





Bend Aero Modelers



Bend, Oregon | AMA District XI | AMA Charter 2311

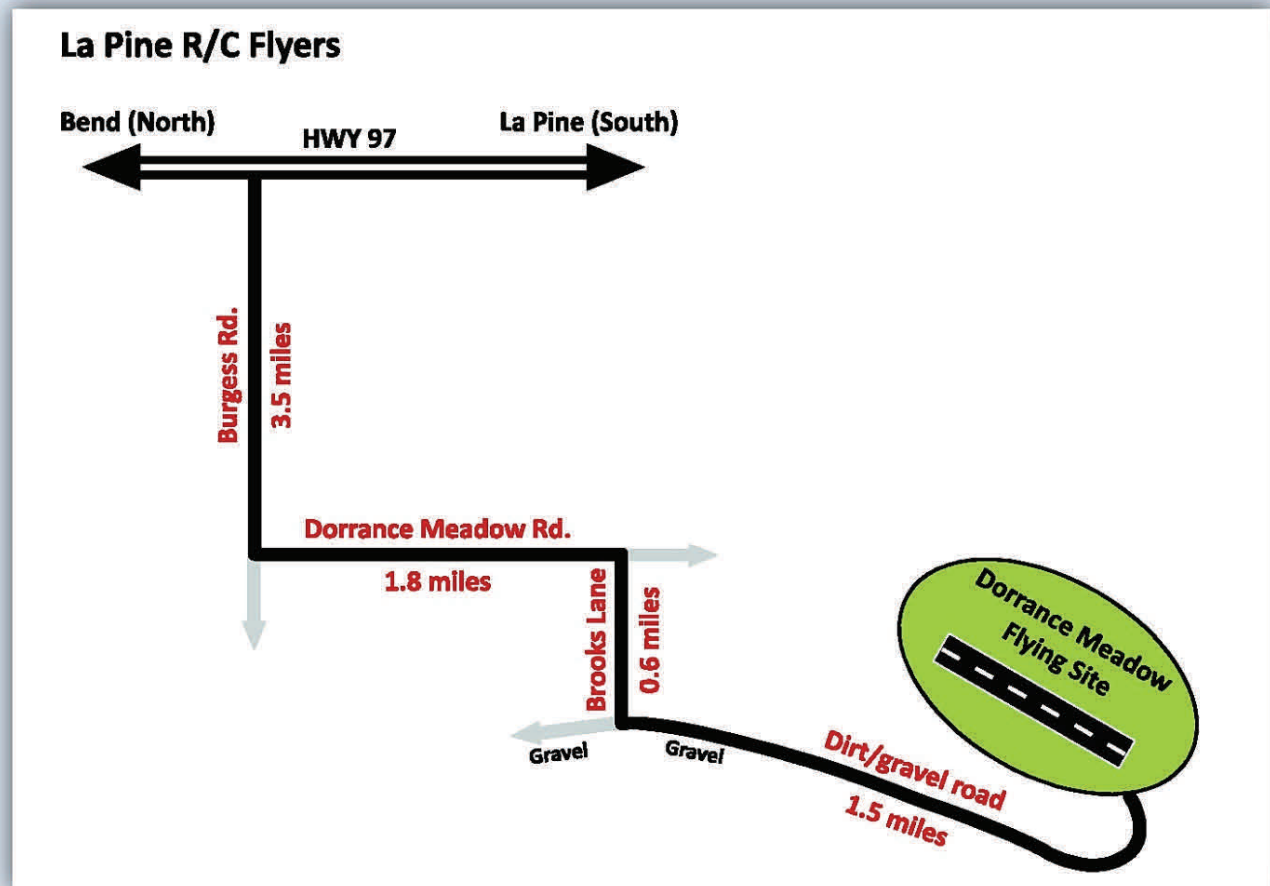
CLUB-40 Pylon Racing Schedule

2014 Season

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 leads you into the flying site.



POPP'S FIELD SAFETY GUIDELINES



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".

POPP'S FIELD SAFETY GUIDELINES



POPP'S FIELD SAFETY GUIDELINES

continued

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.

Academy of Model Aeronautics National Model Aircraft Safety Code

Effective January 1, 2014

- 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, education 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 human-carrying aircraft.
 - (b) See and avoid all aircraft and a spotter must be used when appropriate. (AMA Document #540-D.)
 - (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 Airplane 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 that could adversely affect the pilot's ability to safely control the model.
 - (i) Not operate model aircraft carrying pyrotechnic devices that 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.)
 - (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 knowingly operate within three (3) miles of any pre-existing flying site without a frequency-management agreement. (AMA Documents #922 and #923.)
 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 flightline.
 7. Under no circumstances may a pilot or other person touch an outdoor model aircraft in flight while it is still under power, except to divert it from striking an individual.
 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. Hand-held illumination systems are inadequate for night flying operations.
 9. The pilot of an 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.
 - (c) Fly using the assistance of autopilot or stabilization system only in accordance with the procedures outlined in AMA Document #560.
- C. **FREE FLIGHT**
1. Must be at least 100 feet downwind of spectators and automobile parking when the model aircraft is launched.
 2. Launch area must be clear of all individuals except mechanics, officials, and other fliers.
 3. An effective device will be used to extinguish any fuse on the model aircraft after the fuse has completed its function.
- D. **CONTROL LINE**
1. The complete control system (including the safety thong where applicable) must have an inspection and pull test prior to flying.
 2. The pull test will be in accordance with the current Competition Regulations for the applicable model aircraft category.
 3. Model aircraft not fitting a specific category shall use those pull-test requirements as indicated for Control Line Precision Aerobatics.
 4. The flying area must be clear of all utility wires or poles and a model aircraft will not be flown closer than 50 feet to any above-ground electric utility lines.
 5. The flying area must be clear of all nonessential participants and spectators before the engine is started.