

Bend Aero Modelers



FLIGHT REPORT

JUNE 2014



This crew of fine gentlemen showed up on the weekend of May 31/June 1 to attack the safety fence project. To quote another famous person "Mission Accomplished" A lot of hard work went into improving the safety of the field and you can read and see it all later in this newsletter's "Field Maintenance"

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Next Meeting

June 25, 2014
6:30 pm at Jake's Diner

Food available
come early to visit and eat.



FROM THE EDITOR



by Andy Niedzwiecke

I don't know about the rest of you but this past month has really been crazy and the most crazy thing of all was that my wife and I and all of our pets had to evacuate our place due to the Two Bulls fire that just happened. I have also been busy with Spring chores that, on a 7 acre place, are plentiful.

I am almost thankful that I did not get any contributions to the newsletter or I probably would still be working on it but I'm happy to say that I am aware of a few possibilities for next month so it should be back up to it's size by then.

Don't forget that the second of four Club 40 pylon races is June 28th! You should really make an attempt to attend these races either as a competitor, or as a helper or spectator. The races have gotten progressively more exciting and the competition is stiff. See you there on the 28th at the LaPine RC Flyers Dorrance Meadow facility!

We still continue to have almost 50% of our membership at the meetings and the number of members flying on a regular basis is growing.

You all probably heard that we got a grant from the AMA for field improvement and I believe we are targeting those funds for the proposed cementing of the pit areas.

A really, really, big thanks to all of you who have volunteered at the field. Without volunteers, we would not have been able to accomplish what we have.

Andy

Welcome



NEW MEMBERS



Meet new member, Ryan Thomas. Ryan is an experienced R/C pilot and really enjoys building. He is originally from San Diego, Ca. and has made Bend his home over the last two years. He recently attended our weekly park flying and decided to join our club. Ryan brought one of his "scratch-built" bi-planes, which utilized parts from a variety of planes. He also came out to help with the safety fence project, showing his dedication and commitment as our newest member. We look forward to flying with him! **Welcome to BAM Ryan!!!**

FROM THE PRESIDENT



Message from the President

by Waldemar Frank

Dear Members, Fellow RC Pilots, and Interested Readers:



Safety is always a concern to us and probably to most clubs who are serious about flying safely. We have had many discussions over the past year or so about the specific measures we can implement to make our club, members, and flying field safer.

To name a few, we established properly documented field safety guidelines and prepared an illustration (map) that identifies recommended fly zones and no-fly zones surrounding our flying site. And just this month, we installed a safety fence to eliminate the need for fixed pilot stations. Both the field safety guidelines and the fly-zone map are available via our club website under "Resources."

I believe that the safety fence demonstrates that well-designed field enhancements can make our field safer AND provide a more enjoyable flying experience for pilots who are no longer limited by the fixed locations of traditional pilot stations. Pilots can now spread out and line up along the safety fence without being confined or restricted in their view of the runway by other pilots. At the same time, pilots can stand at a location along the runway that is best suited for the given flight conditions at the time.

Likewise, the new safety fence provides much better protection against rogue airplanes operating on the runway during take-off and landing. Previously, the pit area was not really shielded because the wide openings between pilot stations made it easy for airplanes to pass between pilot stations into the pit area and cause harm to people and equipment.

In general, flight safety will always be a discussion point because of natural member turnover, changes to the surroundings, to rules and regulations, etc. Clubs who maintain an objective view about safety and understand when to address safety concerns will be able to maintain an effective and positive safety record. Nobody wants to get hurt, hurt somebody else, and lose or damage a plane. It also allows us to conduct events more safely and club activities that require their own special conditions to ensure that everybody is safe and can enjoy the specific event.

Of course, there is only so much we can enhance at our flying site to make it safe. Our personal commitment to safety and practices are even more critical. Flying safely and operating a safe plane as well as equipment make all the difference. However, we as a club can focus on the things that minimize—or even better—eliminate opportunities for unsafe practices.

So great job everybody for supporting our efforts to be safe!

Waldemar

SHOW & TELL



May Meeting



Here's Bob Macke showing off his Top Flite AT6 ARF. The plane is powered by an Evolution 15cc gas engine and features retracts and a Sullivan smoke system. Hopefully we'll get to see this beauty fly soon.

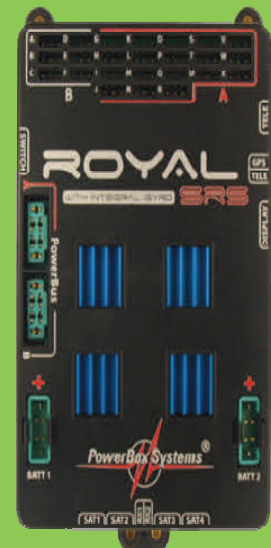


Bob Ingram finally debuted his home-built Venture 60. We've featured this build since December and it's finally done! Bob has since maiden-ed his plane and says it flew very well. Well done Bob!!



Frugal Bill Hand showed off his Great Planes Super Sportster electric ARF. He says he got this beauty from Amazon for just \$78. Bill keeps on the lookout for bargains!

Chris Rankin, we all know, is our jetmeister. He has a new project underway and has bought this new equipment for it.



It is a Power Box Royal SRS. It features an internal gyro, 6 gyro outputs, GPS regulated gyro gain, delta and V-tail mixer, door sequencer, and a powerbus with 2 outputs compatible with other servo bus systems and a triple axis MEMS sensor. Chris said the cost for this baby was around \$800. I don't know exactly what plane this system is bound for but it's bound to be impressive because this is Chris Rankin we're talking about!

FIELD MAINTENANCE



The subject of an adequate safety fence for our club has been discussed for the better part of two years and now it is a reality! Thanks to the diligence of member Tom Schram who researched, designed, shopped and oversaw the entire project we have not only an adequate fence but one that is pleasing to the eye as well. We could really write a book about the project but I think that I'll let the pictures do most of the story telling but a giant thanks goes out to Tom and to the volunteers that you see in these pictures that made this happen and for the most part in just two concentrated work days.



First the materials needed to be bought. Then the pipes needed to be bent and holes drilled in them for the supporting cable for the barrier material and all delivered to the field.

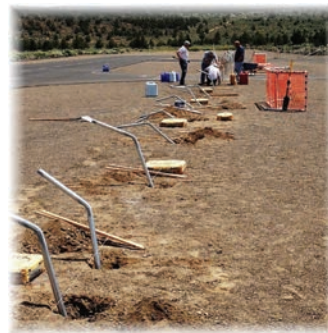


Then there were rocks, big rocks that needed to be removed.

Then the initial post holes needed to be dug.



Sacks of concrete and containers of water were placed along the fence line.



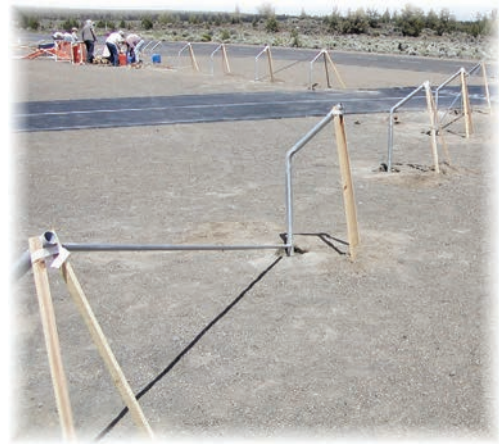
Posts were placed in the holes.



Some posts had to be trimmed to fit.



The actual mixing of the concrete was done in the holes.



Posts were then braced for the concrete to set.



Braces were installed and the top cable was then stretched through the drilled holes and the fabric was hung. On the bottom of the fabric, re-bar was installed to weight the fabric. The finishing touch came in the form of caps for each post.



Finished at last and looking real good!



Some other things got fixed on those work days as well. The pit areas had deteriorated over time and loose ends were a tripping and taxiing hazard so some of the volunteers trimmed away all of the loose material.



Some of the material was lifted and re-stretched and all of the remaining fiberglass underlay was removed. The finished effort resulted in a pit area that is much improved until the concrete pit sections can be poured.



The damaged fabric at the East end of the runway was removed as it was causing problems for planes taking off and landing. The area is smooth and will eventually be asphalt.



Last but certainly not least is the saga of Tim Peterson. Volunteers were asked to bring water and one volunteer brought water in a gas can. When the time came to return the post-hole digger, Tim commented that we needed to top off the gas before we returned it and as long as we had gas at the field we might as well top it off there. When he returned the digger, the rental yard drove it off the trailer and it promptly died and they could not re-start it. Tim came back with his story and finally discovered that what he thought was gas was really water that he used to top off the digger. Oh Well..... stuff happens.....



OBITUARIES

Rest In Pieces



No Crashes to Report This Month!

Bend Aero Modelers - 2014 Event Calendar

Last Update: 5/13/2014

 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 28-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
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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

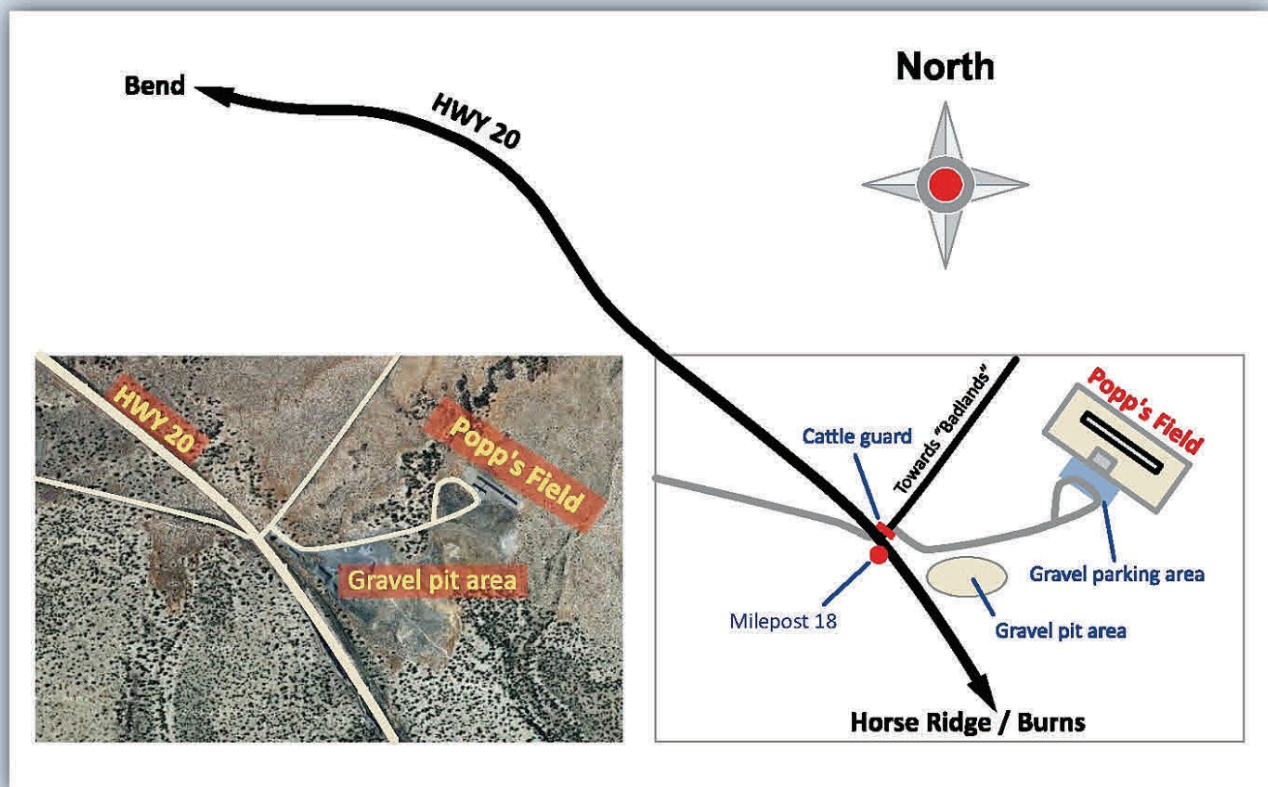
Popp's Field is located approximately 18 miles east of Bend, OR, just off State Highway 20:

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

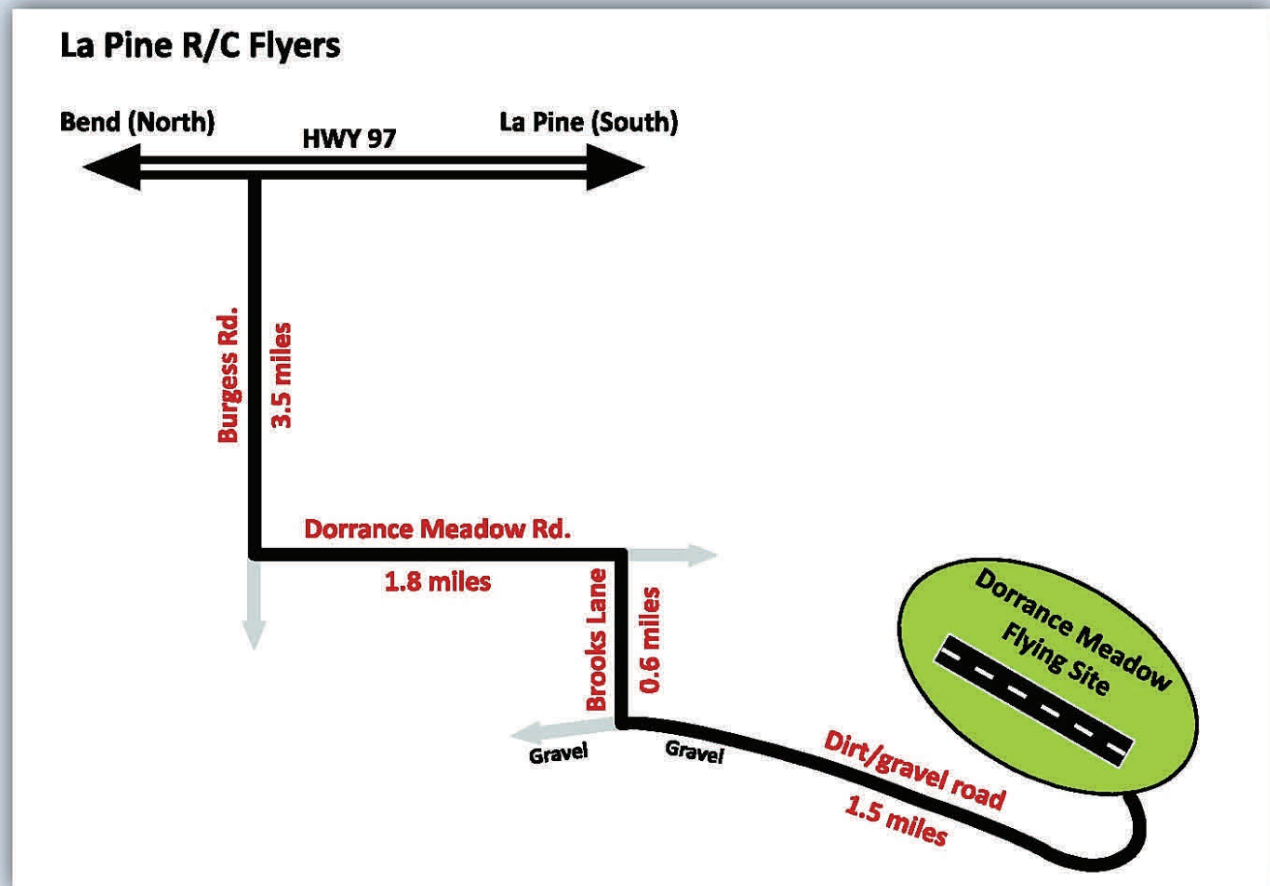
CLUB-40 Pylon Racing Schedule

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.