Bend Aero Modelers

Flight Report

May 2014

RACING SEASON HAS BEGUN !

Well, those of you that missed the first race of the season missed some fun and excitement. Although the participation was lower than expected, the thrill of racing was present and the pilots that did show up were ready to go. The winter layup did not drain the expertise of these race-crazy individuals. When one pilot lost his plane to an early mishap, the remaining pilots decided to run 4-plane races and winner take all. Let me tell you with 4 planes in the air at one time the flying was intense! There was one minor collision but with some CA, a couple of popsicle sticks and some packing tape all the planes finished all the races. More in the "At The Field" section of this newsletter.

Next Meeting

May 28, 2014
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

Ok, for just a moment I want to be serious. We are just a few days away from Memorial Day and I look at this day as something different than a Monday off for barbeques or fishing or whatever. It's to remember those who have served in the military to keep us safe and free. I don't care if it's WWII, Korea, Vietnam, the Gulf Wars or our present wars in Iraq or Afghanistan, the people who have fought and in some cases died for us deserve to be remembered. If you know a veteran, be sure to thank them, if you see someone who is identifiable as a veteran, walk up to them and thank them. If you are a veteran... **THANK YOU!**

Things are going well at the field. The clubhouse is cleaned so there is now room to sit and visit without dodging junk and debris. Sooner or later we will be buying a propane heater for the wintertime so don't worry about being cold. For the most part, the clubhouse is insulated and in the future we will finish by insulating the ceiling as well.

We have distributed the BAM event calendar starting in January and it is included monthly in this newsletter so when you are making plans, be sure to check the calendar so you don't miss out on anything that might be going on. This calendar is also distributed to local area clubs so hopefully we will not see any conflicts on club events this year.

Our president, Waldemar Frank, has sent out an email scheduling a work party for Saturday, May 31 and Sunday, June 1. There is a lot of work to be done and some of it is heavy work. It would be nice to see as many people out at the field volunteering as attend the meetings. Without adequate help some things may not be accomplished, so if you can see your way clear to giving up some personal time to help improve our field, the help will be deeply appreciated.

We have been having a lot of spectator traffic at the field lately and for the most part they have been accommodated with an introductory flight and some explanation about the hobby in general. If you are at the field and you see someone stop, be sure to greet them and see if they might be interested in our hobby. Waldemar is trying to get us *leader club* status. I'm sure the more we do to encourage new people to join the hobby, the better chance we will have to establish BAM as a *leader club*.

Well, I've rambled on long enough so I think I'll leave it at that. Be sure you plan to attend the upcoming meeting because I've heard that there will be two beautiful Venture 60's there for show and tell and who knows what else might show up! We do have a lot of fun. See you on the 28th at Jakes'!

FROM THE PRESIDENT

Message from the President

by Waldemar Frank

Dear Members, Fellow RC Pilots, and Interested Readers:

Flying season has arrived and our activity in different areas is showing it. Our first pylon contest race will have been completed by the time you read this message. And we already have had several Park Flying sessions.

I am especially excited about launching our biggest project budgeted for this year: the ***Safety Fence***. Tom Schramm has been feverishly designing and planning all the parts and preparing the bill of materials. We have had several discussions and revised the design on multiple occasions, but we finally reached a good compromise that balances technical feasibility, manufacturing constraints, and cost.

We will schedule a work party for May 31st to install the fence posts and perform some minor repair work in the pit area and fill cracks in the runway. A separate announcement will be made for the work party (we need helpers—hopefully we will get sufficient support to get it done quickly).

I had already mentioned in an earlier email that our club, the Bend Aero Modelers, has been one of the 2014 grant winners for AMA's Flying Site Grant Program. Actually, we are the only club from District XI that was awarded a grant. I hope that other clubs will consider it next time around and complete their 2015 applications before the March 1st (2105) deadline. It is worth the effort!

The extra funding is highly appreciated by our club and it will allow us to expand the concrete sections in the pit area. In fact, because of the awarded grant, we will be able to make faster progress on the concrete pad expansion project. It will also enable us to add a fabric section along the runway to allow foamies and other delicate airplanes such as gliders to safely land without experiencing the rough wear and tear that the asphalt runway imposes.

We have been working on our club website as well to expand the Gallery section (www.bamrc.com/gallery.html). By the time you read this, we will have added more videos and a brand new slideshow section that features several photo albums. Our goal is to continue adding more videos and albums, including photos from past events (we have collected a ton of pictures over the years and will make them available as we go).

The fun has begun! So don't miss out—mingle with your fellow members when you can. We have a good group of guys and girls (and auxiliary volunteers) who all make our hobby fun and our club special.

Join the fun!

Sincerely,
Waldemar Frank
BAM President

Show & Tell

April Meeting

Bill Hand treated us to a look at his CWR L4 Grasshopper. He said that this is the biggest airplane he owns and it was a bargain at $100. More on this plane later in this newsletter.

Greg McNutt brought in his recently acquired Sky Max A1 Skyraider. I had asked that when members were displaying their offerings, that they please smile and as usual Greg was more than willing to clown around.

James Fredricks showed us his latest 3D machine. It is a DW (Depron West) Foamies YAK 54. It has a Turnigy 950 motor and 40 amp ESC. James commented that this is the nicest flying airplane he has. We all can't wait to see it out at the field!

Tom Royce, one of our newest members showed us his FPV equipment. We've seen Tom a couple of times out at the field. He is one of two members that are working with FPV.

At The Field

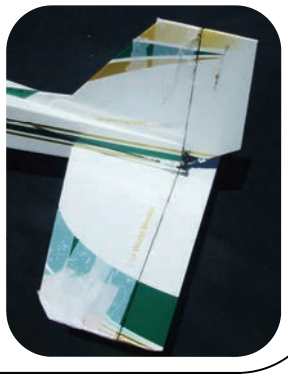
Darrell Loveland recently maidened the Great Planes Escapade that he won at last summer's Firecracker Fun Fly. The flight went great!

Greg McNutt recently maidened the Sky Max A1 Skyraider that he bought. The flight ended suddenly when the ESC gave up. He quickly repaired the plane and had a successful maiden.

Our president Waldemar Frank getting into his picture taking of Greg McNutt's A1 Skyraider. This is what you call dedication!! The pictures were excellent!

Waldemar communing with nature at the field. We found this guy trying to occupy the clubhouse so we re-located him to a better place. He's fine and looking for other's of his species to commune with.

The first races of the season were not without incident. Here we see that Darrell Loveland, piloting the green and red racer, had the tables turned on him by Bruce "win at all costs" Burgess. Darrell, however would not be put out of the sky so with a little CA, some popsicle sticks and some packing tape, Darrell got his plane back in the air for the last race….and a good race it was!



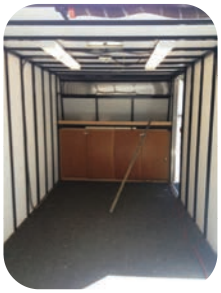
Trailers, Trailers, Trailers!!

I thought it might be fun to look at some of our members' trailers. Now I'm not talking about camping trailers but trailers specifically acquired for hauling around large or many airplanes. Out of 41 members we have 7 members who fit this category……..that's 15% or our membership! I know of at least two other people who are talking about getting a trailer also. Let's take a look at these beauties! Note: 1 trailer, Chris Shaker's, is not pictured.

Bob Ingram has this beauty which is 6'x12' and as you can see he is advertising what it is for.

This is Waldemar Frank's new 5'x8' beauty which he custom ordered. He has just finished painting the interior before he makes his alterations.

Greg McNutt purchased this trailer last year from a fellow modeler that was leaving the hobby so it was already pretty well set up. It is 6'x12' and Greg has proceeded to make improvement after improvement to it. I said this page was not for camp trailers but if Greg ever gets in the dog house, he will have a place to stay. You will see this beauty out at the Alvord desert again this year..



Member Joe Stone has this 7'x14' trailer that he is working on to haul his large scale airplanes. His is insulating the whole interior and will be installing solar panels on the roof for power on primitive outings. He already has some cabinetry installed in the front of the trailer and will be adding more amenities as time goes on. You will also see this rolling house at the Alvord desert outing this year.

New member Tom Rainwater bought this 7'x14' trailer to haul his planes from San Diego to Bend. He did not trust movers to care for his planes so he did it himself. They are still in the trailer waiting for Tom to complete his shop.

Now with all this trailer buying going on, Andy Niedzwiecke got jealous so he started looking on Craig's List for something he could afford. He found an older couple that lived just 30 miles South of Bend. The last of their 10 kids just move out. They were looking to downsize from this beauty. He thinks that he will be able to do some minor improvements to this 5'x6' hanger on wheels and end up with a great aircraft hauler! Stay tuned!!

Bob's Big Ad-Venture 60

continued

Well, here we are in May and Bob is just about ready to take his creation to the sky. If you will remember, Bob Ingram started his first ever build in January. To say the least, Bob has done an excellent job on his endeavor. We saw this plane grow from out of the box to this, the artist phase of building…..the covering!! Take a close look at these pictures and see if you think that this is the job of a first time builder……...NOT!!! Bob says that he will be ready to maiden this beauty after he shows it off at the May club meeting. We'll all have to be there to cheer him on. Great job Bob!!!

Top and Bottom of the horizontal stab and elevator

Top and Bottom of the wing and ailerons

Now we're getting there! Covering the fuselage can be a daunting challenge but this is done perfectly.. Notice how nice the pattern flows up onto the fin…..beautiful!

The finished product. This should be an inspiration to anyone who thought they might want to build but thought it was too tough for them. Bob did an excellent job on this plane.

Good Values in New Planes

By Bill Hand

If you are like me, you like to add variety to your hanger, but you don't want to mortgage the farm to do it. I like to set a $100 limit when I begin browsing for new planes to build and crash.
To this end, I can recommend the following:

From Nitroplanes.com: Big Scale 1.85-Meter (73") Dynam Sonic 185 Electric Brushless Radio Controlled RC Glider ARF (Almost Ready to Fly)

Regular: ~~$171.30~~
SALE $91.00

This is a large, nice easy flying plane that with a little practice will soar for an hour or more. The recommended battery is a 7.4V 1800. Power is quite adequate, and for a foamy, the quality of the plane is pretty good. It is a 4 channel plane with an easy to program ESC (you will want to activate the motor brake on this one). It comes with all electrics installed. Just add your receiver and battery. Our fearless leader maidened mine, and liked it enough to order one for himself

From Great Planes by way of AMAZON.com: Great Planes ElectriFly Super Sportster EP $78.48 at AMAZON with free shipping if you are a "Prime" member.

A "standard" from Great Planes. Comes in several versions and sizes. This is the 48" monocote// wiood version.Nice plane. Impressive graphics and quality. A very good instruction book. Designed as a "sport" flyer, but with manners. Fly on low rate, and it is a nice trainer. Fly with a 11V 3200 battery and .25 size motor as an electric or modify as a fueler.

CMP Piper L-4 72" Radio Controlled 35 EP Scale Airplane Kit. $110 list but on sale at times of $100.

You may have to search for this one. Nitroplanes lists it as backordered. This is the 72" plane I brought to show-and-tell. Nice detail. Covering is pre-painted. Nice scale landing gear and access door in side for battery. Worthless instructions. Wings remove for transport. Needs about 15 hours to complete. Five channel receiver required (flaps installed).
I built this with a .35 size electric using a 14V 5000 battery, but would also be a nice fueler.
I will keep you posted as the bargains surface.

Bill Hand

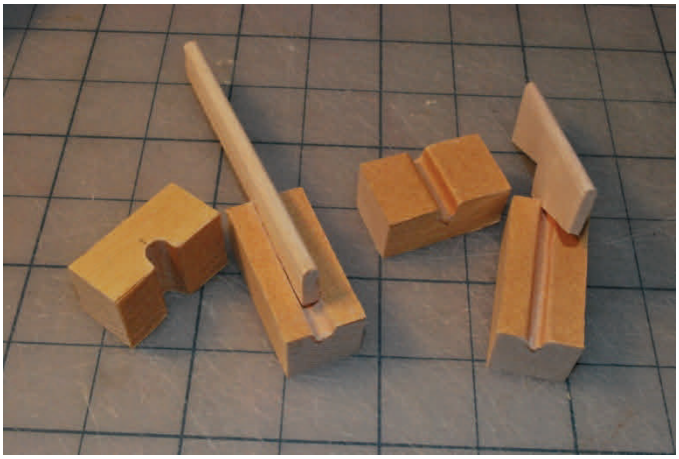
Modeling Tools You Can Build Or Modify

By Jon Putnam

Getting Round Edges Round is Easier than You Think

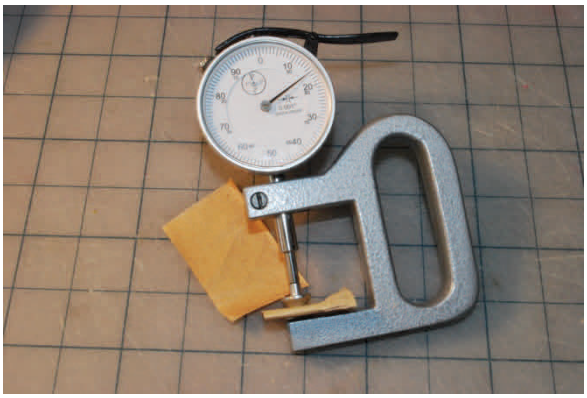
A lot of parts on a model airplane such as the fin, stab, rudder, elevator and ailerons require nicely rounded edges. Years ago, I accomplished this by using a sanding block and carefully beveling the upper and lower edges followed by a piece of sandpaper to get what was close enough to a curved edge on a sheet balsa stabilizer. There is a better way. Here is how to build some handy sanding aids to make the job easier and end up with perfect edges on your control surfaces.

In this photo you can see two sanding aids or jigs I made to round the edges on 1/8" vertical fin and 3/16" stab of the A-Ray I am rebuilding.



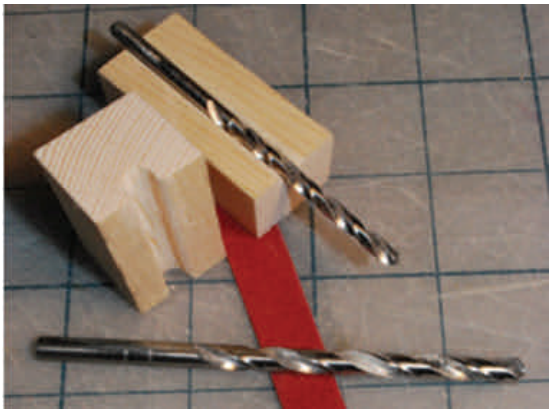
Two kinds are shown in the picture above, long ones for sanding longer surface like leading edges and shorter ones for shorter surfaces like curves on the tip of the stab.

I generally use scrap 2 x 2s firing strip or 1 x 1 for these. If you go shopping at Home Depot or Lowes look for straight grain wood that looks like it can be drilled without bending your drill bit. If you pick it up and it feels like a rock then it's too heavy. The first step is to decide how long a sanding aid you want and then cut a piece of material that is the right length. The long ones above are made from 1 x 1 ripped on a table saw and measure ¾" x ¾" x 2". The short ones are made from the same material but instead of being drilled lengthwise are drilled on the short dimension side. The drill bit has to make it through the piece of wood so the sanding aid length is limited by that drill bit length.



So how big a drill bit should you use? Let's use the 1/8" aid as an example. If you were to drill the 1 x 1 with a 1/8" bit and then line it with sandpaper, the remaining gap would be too small and your leading edge would have an indent in it. Ask me how I know? I've done it. 1/8" = .125 and if you have access to a micrometer like the one shown in the photo you can measure the thickness of two thicknesses of sandpaper (I typically use 100-120 grit) and it will end up around .020. Add that to .125 and you need a drill bit .145 which may exist but I don't have one. I like to have a little bit of extra space so I don't dig into the balsa. My choice is a 5/32" bit which is .156. Trial and error also works if you don't have a micrometer.

I use a drill press for the actual drilling though I have also made these with hand drills. For drilling a 2" hole as shown in the photo below I use a drill press vice, making sure the wood is clamped in at 90 degrees to the drill press table. I then drill as close to the edge as I can and remove any remaining wood with a band saw or razor saw. For the shorter holes you can hand hold the wood or use a vice.

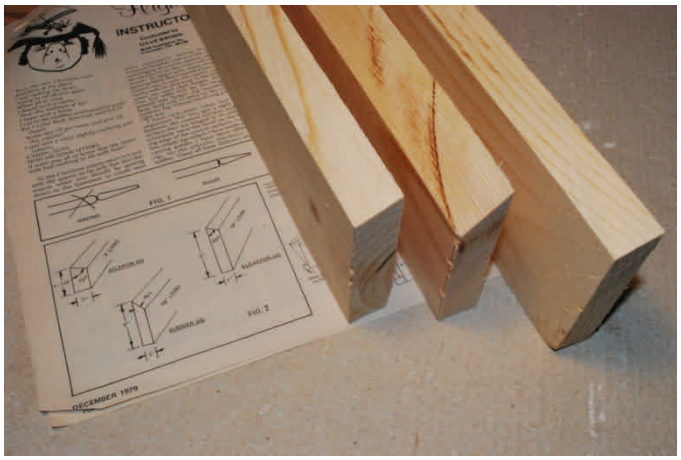


In the previous photo, the wood is drilled. I use an emery board from the Dollar Store to give the edge a slight bevel so it won't dig into the wood.

The last step is to use the finish size drill bit, 1/8" or 3/16" to hold the sandpaper in place. I have quite a collection of old sandpaper scraps and generally make these using about 120 grit. Coat the block including the groove and the paper with a glue stick and then use the drill bit and rubber bands as shown to hold it in place. Trim off the excess paper when dry and you have a nice sanding aid. Making several at once is even quicker.

Sanding Bevels on Control Surfaces Can be Easy Too

Years ago in the December 1993 *Model Builder Magazine* I saw an article by Dave Brown in his *Flight Instructor* Column. Dave makes jigs to ensure he gets the same angle on the leading edge of his ailerons, rudder and elevator. The jigs are made out of 1 x 4 pine and have the following angles and dimensions:



- Aileron Jig: 75 degree angle, 36" long jig
- Rudder Jig: 45 degree angle, 18" long jig
- Elevator Jig: 65 degree angle, 18" long jig

Here is the diagram from Dave's Article.

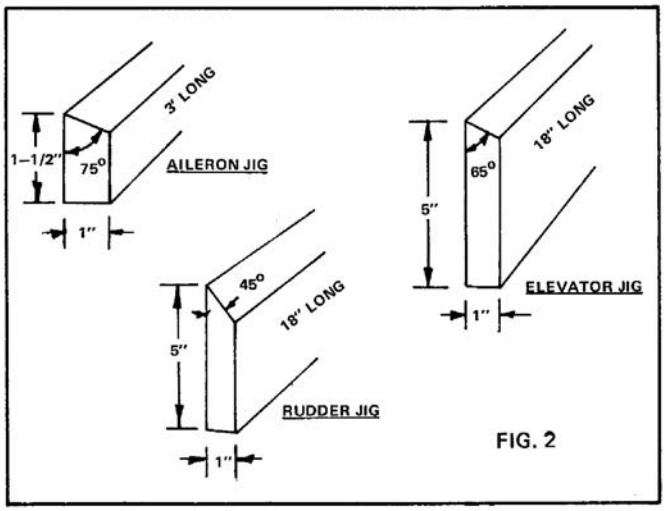
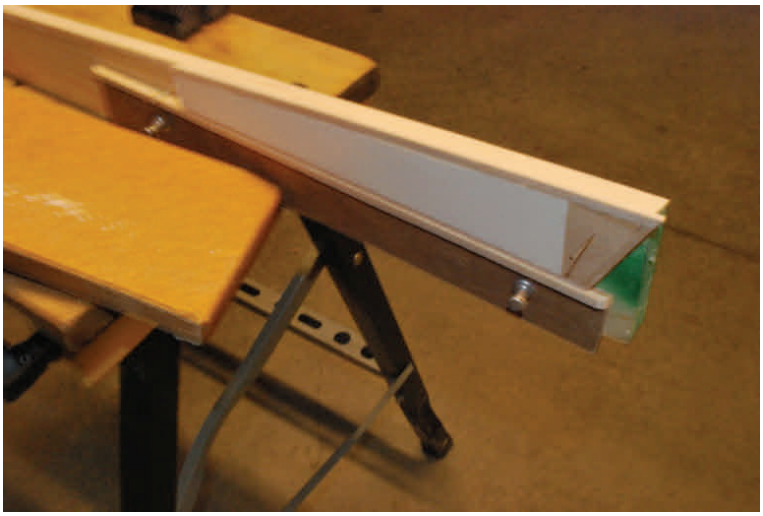


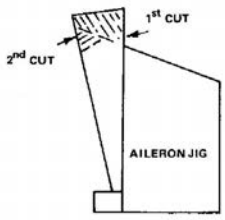
FIG. 2

To make these jigs, cut pieces of 1 x 4 to length and then rip the angles required on a table saw using the finest tooth blade you have.

To use one of these you need to have some kind of shim at the bottom as you will be pressing down as you sand or plane the leading edge of the control surface. I made some up out of 1/8" luan plywood with an extra piece of balsa added to it as shown in the photo below. The jig itself is held in a shop vice or saw horse vice.



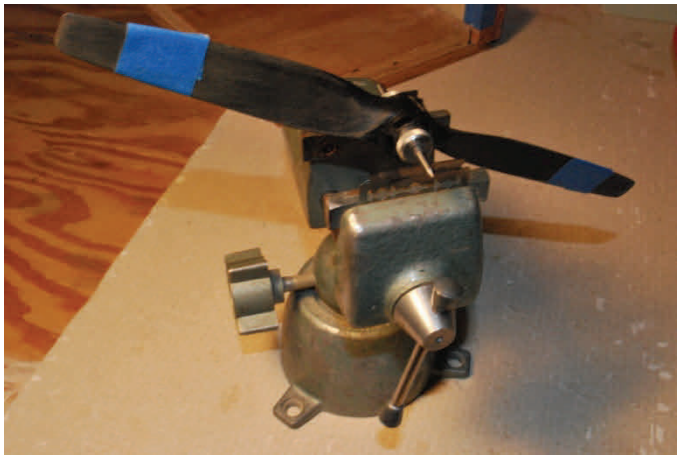
The actual process is to mount the control surface so the center line of the leading edge is lined up with the jig as shown in this second diagram from Dave's article.



In my photo, I am sanding a difficult subject, an elevator which is angled. This took a little bit of alignment to get right but once you do you can get matching angled control surfaces easily.

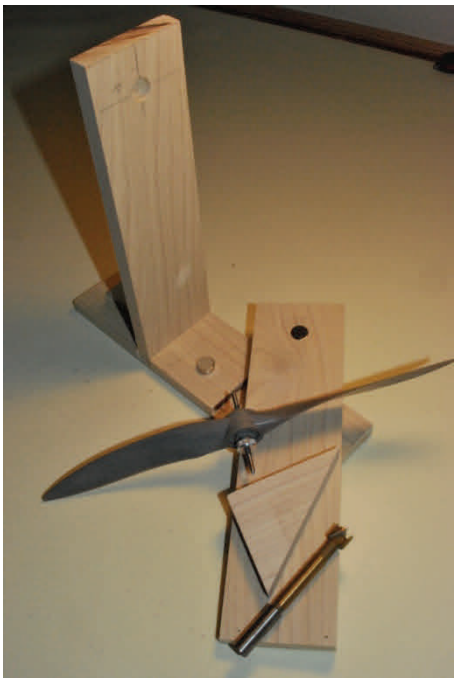
Balancing Props with an El Cheapo Prop Balancer

I must be cheap or why else would I make my own prop balancer? Balancing props is a really good practice to get into and for some time I used the handy arrangement shown below…. which actually does work. It's a Dubro thumb balancer sitting on top of two single edge razor blades mounted behind the pads on a small shop vice. One issue with this setup is you can cut your fingers off if you are not careful. Another obvious one is you cannot spin the prop completely around.



On the internet I found some plans for a home built prop balancer. It's built out of ½" x 2-1/2" poplar from Home Depot. The magnets are ½" super-strong magnets from Michael's Craft Store. Originally designed for smaller electric props, the ½" magnets work fine but for bigger props I would increase the magnet size up to ¾". You will also need a Dubro or similar thumb balancer.

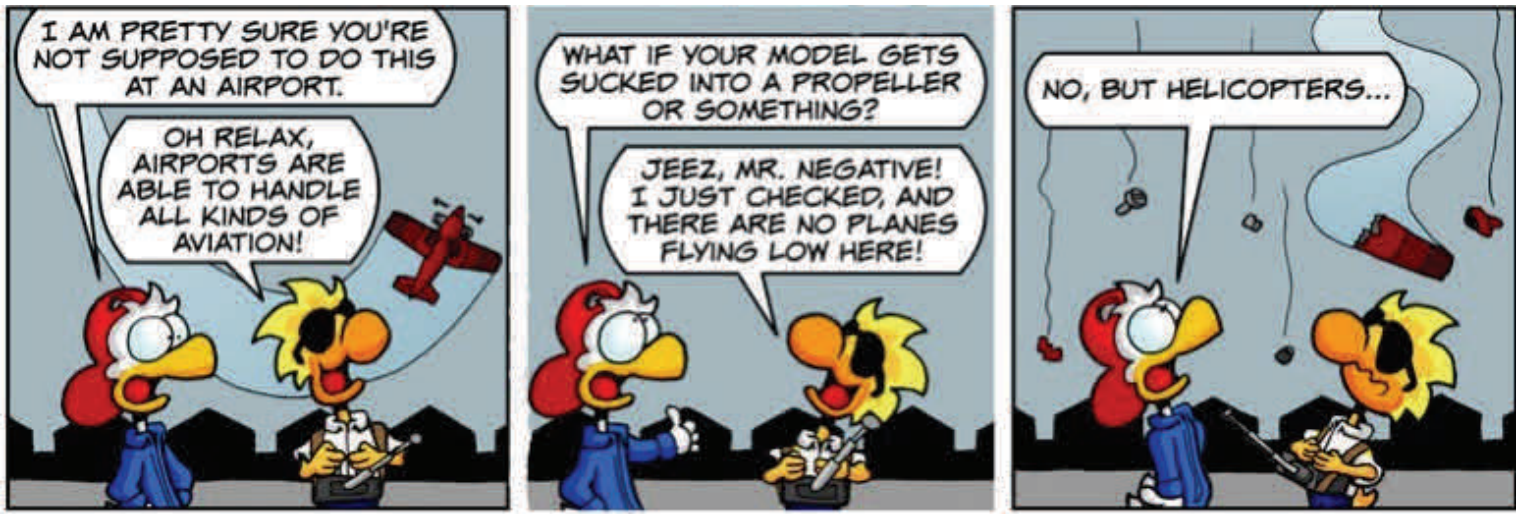
I made each of my verticals 9-1/2" high to handle props for my Senior and also made the base the same length. I think I bought a 2-1/2" x 36" length of wood which left enough to also make two triangular braces. It's possible to create one of these with removable legs that lock into place with set screws but I have other things to do with my spare time than over-engineer prop balancers. The width between the legs is dependent on the length of the thumb balancer plus about 1/16". I measured the length of the thumb balancer and added about 1/16". I then did ½" side dados ¼" deep in the ½" base on either side of the measured opening. To set the magnets in the verticals, I clamped the legs together to make sure of proper alignment and then drilled one 1/16" pilot hole in the center of the magnet. I then used a Forstner bit to drill down into the leg ¼". I used thick CA to hold the magnet in place and aliphatic resin glue for all other joints. In the photo below you can see all the parts required with one of the verticals mounted in one of the dados and the other vertical, my triangular braces, magnets, thumb balancer, and Forstner bit.



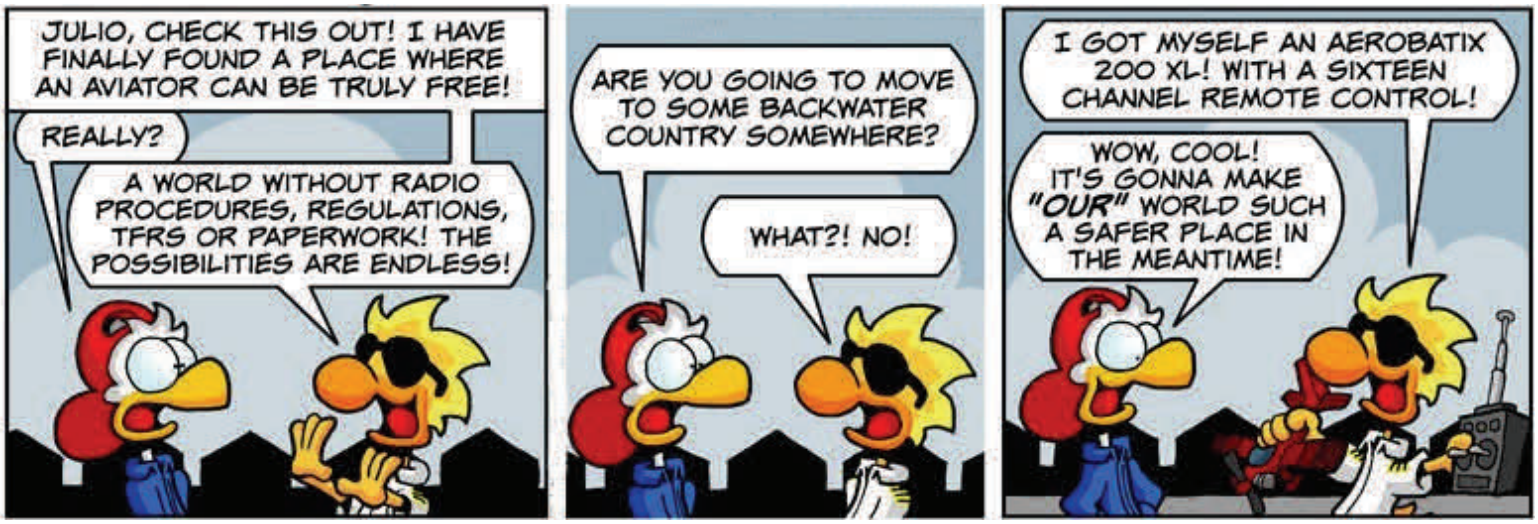
In this next photo you can see the assembled unit. On the inside over the magnet I added a thin layer of plastic, the kind you use to vacu-form a canopy. In use I very lightly coat it with oil, mount the prop on the thumb balancer, and pop it in place. It's pretty amazing how well it works.

The last image is a close up of the inner workings of the unit. You can clearly see the plastic sheeting, and one end held against it by the magical force of magnetism while the other end levitates in mid air.

To balance a prop, first remove the flashing with fine sandpaper or a scrape with an X-Acto knife blade, put it on the balancer and figure out which end is heavier. Then carefully remove plastic off the underside trailing edge near the tip of the heavier end. If you are painting the tips use enamel. Master Airscrew says they use Industrial Enamel but my guess is anything like Short Cuts or model airplane enamel will work fine. Check the balance once you paint the tips as paint does add weight.



Note: The comic strips used in this newsletter are used by permission of Mike Strasser of Chicken Wings Comics. He is a great guy and a long time modeler and has granted permission to use any of their strips in this newsletter. If you get a chance, check out their website at: www.chickenwingscomics.com. Their stuff is really funny and is model related.



Obituaries

Rest In Pieces

Andy Niedzwiecke received the crash trophy at the April meeting for the unplanned landing of his Seagull Zero.

Ron Grigsby's race plane had an argument with the fence at Popp's field during the first race of the season. Ron says he has another at home, but this looks like a good candidate for the crash trophy.

During the second flight of the day recently at Popp's field, Greg McNutt's A1 SkyRaider suffered a catastrophic end to it's flight. Now let's see...where do all those pieces go?

Greg McNutt has been in this hobby for a little over two years, yet he has accumulated numerous aircraft, built a kit, embarked on FPV flying and aerial photography and has acquired the skills to make nice repairs to planes that seemed to be trash. Look at this repair !

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

BAM's Pylon Racing Committee Members

Contact	Email/Phone
Bruce Burgess	ke6gkc@ykwc.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

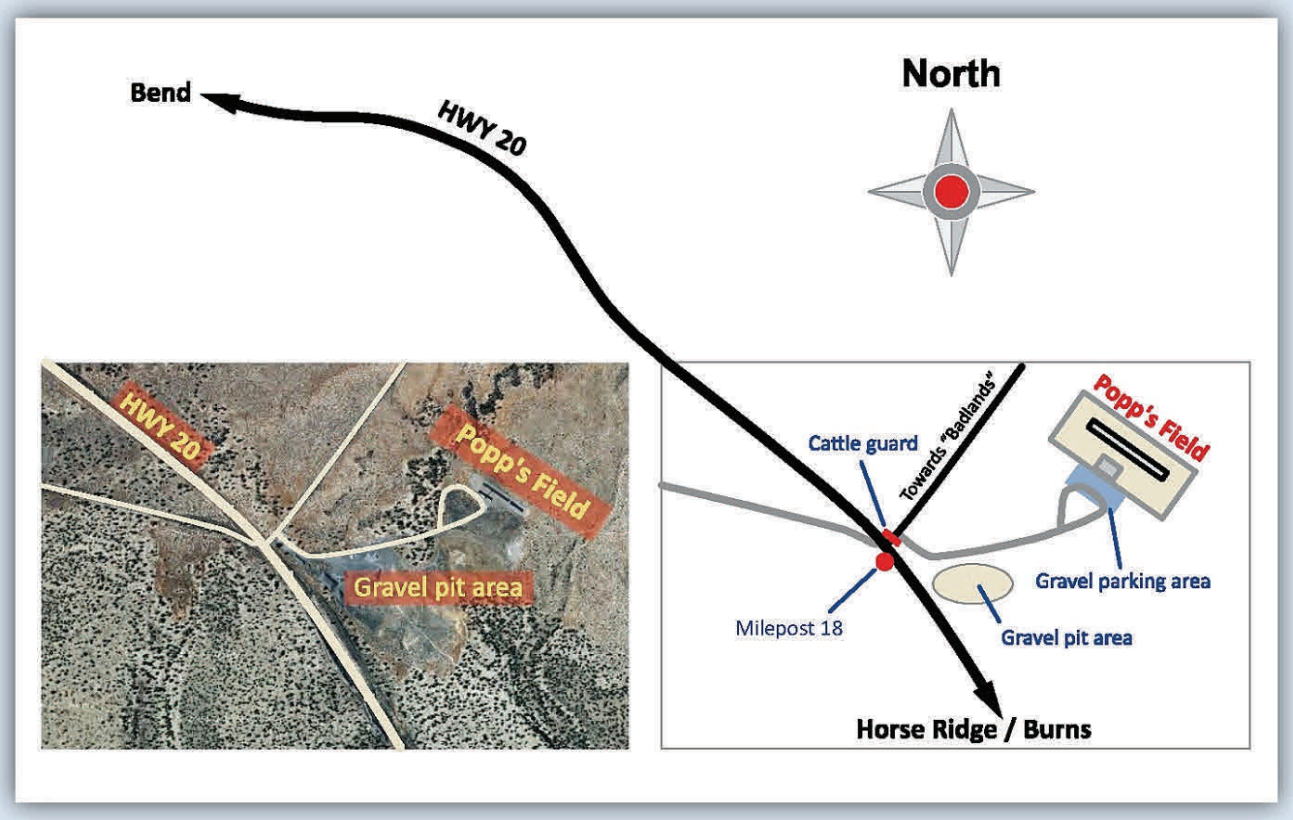
Directions to Popp's Field

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. Immeditaely 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

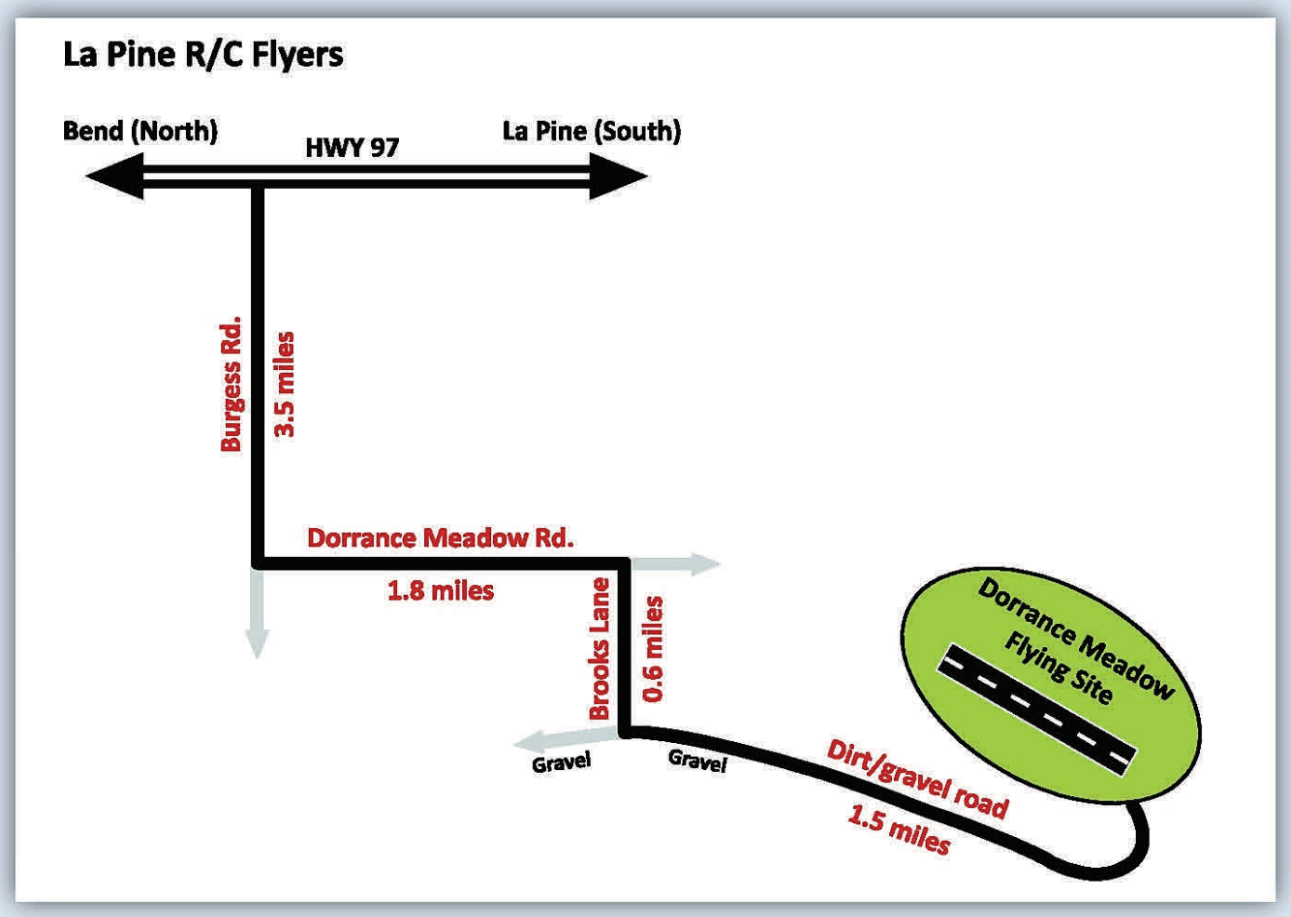
Bend, Oregon | AMA District XI | AMA Charter 2311

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 intensions 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

continued

POPP'S FIELD SAFETY GUIDELINES

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.