

Bend Aero Modelers



FLIGHT REPORT

NOVEMBER 2014

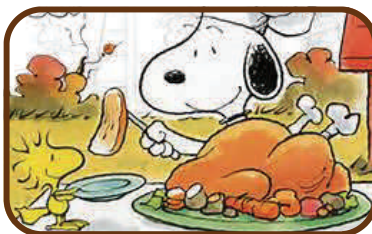
Bend Aero Modelers



Bend, Oregon

IN MY TWO YEARS OF DOING THIS NEWSLETTER I HAVE NEVER GIVEN PROPER HOMAGE TO OUR CLUB LOGO SO I THOUGHT NOW IS THE TIME. I'M NOT AWARE OF THE EXACT DATE OF IT'S BIRTH BUT IT HAS LONG REPRESENTED OUR ORGANIZATION AND IT ALSO GREET'S MEMBERS AND VISITORS AT THE ENTRANCE TO OUR GREAT FLYING FIELD!

Next Meeting



Happy Thanksgiving !

November 18, 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

Appropriately I am writing my last editorial in a font named "ANDY". It seems so long and so short since I started doing the newsletter but now it is time to pass it on to another. I find as time goes by instead of not having things to do, my life gets busier and busier and that is a good thing. It just means that some priorities need to change.

Over the last two years, so much has happened. We have repaired the pit areas at our field a couple of different times. We have added concrete to the floor of our clubhouse, the entry to the field and a good portion of the pit area. We have also insulated the interior of the clubhouse and sheet rocked it and added window material to keep the wind out and the warm in and certainly not the least of which we have established a superior safety fence system.

When the call has gone out for volunteers to help on projects, there is never a shortage of people who step up to help and on the rare occasion when donations are needed for projects, people who are able, generously provide financial assistance anonymously.

We have also hosted events at the field such as the "Firecracker", the family days, the National Veteran's days, the Club 40 pylon racing. We have set up booths at other events to attract and educate interested persons

Our club meetings routinely have a little less than 50% of membership show up and the flying at the field is always full of people including visitors interested in our hobby and looking for someone to help them out. Our instructors are kept busy with the volume of people wanting to learn to fly. One of our new members owns the local hobby shop and has made changes that have accommodated our need for a convenient shopping environment in which to feed our addiction.

Our club has established itself as a friendly, helpful place for people to come enjoy themselves without feeling intimidated or left out. Our members have worked hard to constantly improve our flying facility and our safety.

With all of this said, I have been proud and honored to work alongside the officers and members of Bend Aero Modelers and will continue to support and work with them to keep the momentum going.

I wish next year's officers the best and I know we are all in very good capable hands.

Andy

Welcome



NEW MEMBERS

Meet Tom Rose:

Tom has been attending the last several club meetings and also receiving flight training at our field. Many of us have had the opportunity to meet Tom in person and allow him to get to know our club. He is new to R/C flying and is learning quickly while showing great patience. His main interest is in electric airplanes, including park flyers and gliders. Tom also came out to join several members at Schaub Lake in October.

A warm BAM welcome to Tom!

FROM THE PRESIDENT



by Waldemar Frank

Dear Members, Fellow RC Pilots, and Interested Readers:



Here we are approaching the holiday season—it always amazes me how quickly time goes by when we're staying busy and having fun. After such a successful season for our club, I feel relieved to go into the quieter winter months with a sense of accomplishment.

I am also relieved that we continue to have dedicated club officers who step up and move the club forward. The nominees for most club officer positions for the 2015 term have been identified and will be elected through acclamation (since we have only one nominee per position). The new EC will include a mix of new team members and some current club officers who will switch positions, including myself. After almost 5 years, I have decided not to run for re-election as club president.

My decision is twofold:

- I would like to make sure that we don't become complacent. A new face in this role would be beneficial—if done right, changing dynamics and different ideas can help sustain our positive momentum.
- I would like to dedicate more of my time to promoting our club and hobby through educational opportunities such as the upcoming Community Learning class (January 2015) at COCC and through other activities (e.g., workshops at D's Hobbies).

There is also another underlying motivation: It is becoming very clear that the ongoing public debate about the future of our hobby is affected by many interests (agendas). In fact, the greater interest and appeal to a broad mass audience is one of the reasons why our hobby is being scrutinized. At first glance, the increasing interest by commercial and recreational users in radio controlled (R/C) model aviation is a great thing because it should (in theory) contribute to innovation, more options, better and cheaper products, and increased memberships. However, there is also a risk that requires our attention and proactive involvement.

The commercial benefits and potential of R/C airplanes (or drones) are easy to understand—some legal changes to define and regulate the commercial side of this evolving industry make sense. In contrast, our hobby has historically relied on organized flying and established a stellar safety record through the oversight provided by the AMA as well as local clubs and responsible members. The new type of recreational R/C flyer is a different breed. Many of them are enthusiasts who enter the hobby with a different focus and sense of responsibility.

On the one hand, the hobby industry has done a great job introducing cheaper technologies and airplanes to make it easy for the average Joe to enjoy R/C flying. In a way, R/C flying is evolving into a mass hobby because of the changed perception and requirements the industry has established over time (intentionally or unintentionally). Especially technologies such as FPV and quad/multi-copters have attracted hobbyists who are driven by the application of the technology (what it can do) rather than the traditional reason for pursuing R/C model aviation. Generally speaking, it is normal for things to change and for a technology-based hobby such as R/C flying to evolve and become appealing to a broader audience.

On the other hand, it can promote unsafe practices and lack of awareness among unorganized hobbyists. And this is a serious concern that we should address when leading the debate about the future of our hobby. Nobody wants to deny folks to enjoy the hobby outside an organized setting—it's their right to do so. However, their actions and the perceptions they shape with their activities will impact the entire industry and hobby community, including AMA and organized clubs (and it already does). This makes it easy for FAA and other authorities to impose restrictions on our hobby across the board without distinguishing organized and unorganized R/C flying. I hope that common sense will be applied when making changes and designing new rules so that everybody engaged in recreational R/C model aviation understands their role and responsibilities and carries their share of the burden in keeping everybody safe.

In summary, I am hoping that we can help establish a sense of responsibility and safety while ensuring the future of our hobby without excessive restrictions by engaging the public and our own community through educational opportunities so any changes will be minimal and appropriate for the respective setting used to enjoy R/C model aviation. At the same time, we can help those hobbyists who prefer flying in an unorganized setting be responsible to benefit the entire hobby community.

Stay safe and spread the word!

Waldemar

AMA GOVERNMENT RELATIONS

The following was contained in an email received by members from the AMA. If you did not receive this email or failed to read it, PLEASE READ IT NOW. This may only be the tip of the iceberg. When you are asked by the national organization to write letters or sign petitions or otherwise support our representatives, it behooves you to do so before our total flying activity is curtailed by our government!

Permanent TFRs issued for major sporting events and Disney properties

October 27... The FAA has issued three new Temporary Flight Restrictions (TFRs) creating restrictions for the airspace surrounding major sporting events and the Disney properties in Anaheim, CA and Kissimmee/Orlando, FL. The new flight restrictions permanently prohibit the operation of radio control model aircraft at any time within 3 nm (3.5 statute miles) of both the Disneyland and Disney World theme parks, and for a period of 1 hr before and 1 hr after major sporting events.

The NOTAM/TFRs read in part... commencing one hour before the scheduled time of the event until one hour after the end of the event. All aircraft operations; including parachute jumping, unmanned aircraft and remote controlled aircraft, are prohibited within a 3 nm radius from the surface up to and including 3,000' above ground level of any stadium having a seating capacity of 30,000 or more people where either a regular or post season Major League Baseball, National Football League, or NCAA Division One football game is occurring. This NOTAM also applies to NASCAR Sprint Cup, Indy Car, and Champ series races excluding qualifying and pre-race events. Flights conducted for operational purposes of any event, stadium or venue and broadcast coverage for the broadcast rights holder are authorized with an approved airspace waiver. An FAA airspace waiver does not relieve operators from obtaining all other necessary authorizations and complying with all applicable federal aviation regulations. The restrictions described above do not apply to those aircraft authorized by and in contact with ATC for operational or safety of flight purposes, Department of Defense, law enforcement, and air ambulance flight operations... Flights conducted for operational purposes of any Disneyland event and venue are authorized with an approved waiver.

Visit the AMA "[FAA NOTAMs](#)" page for more information...

<http://www.modelaircraft.org/membership/clubs/notams.aspx>

AT THE FIELD



Saturday, November 8, 2014, was a beautiful day at Popp's field. The temperature was in the mid 60's, there was no wind and everyone that came out to the field had a good time flying and telling stories. There were a couple of deals struck, lots of comerodery and some heavy-duty relaxing. Check out these photos



Now on another note. We all know that Greg McNutt buys a different trailer every year. First a camping trailer, then a utility trailer, now a toy hauler. I just saw this for sale in the paper the other day and got to wondering if he had seen it yet?



CAP MARC PROGRAM

by Mike Wissing

Here is the official Civil Air Patrol and AMA description: Model Airplane and Remote Control flying program (MARC). This program promotes and supports aviation as an educational tool and focuses on providing model aviation education opportunities and hands-on experiences for CAP cadet, senior, and teacher members. This begins a journey to a more **comprehensive understanding of building and flying all types of flying and model aircraft. The aircraft include anything** that is Free Flight (FF), such as Hand Launched Gliders (HLG) or Catapult Launched Gliders (CLG), and it also includes any powered aircraft (rubber band, electric, or gas) and remote control (RC) flight.

My philosophy is very simple. I want to get young people outdoors and looking up at the sky and not down at computer screens. I am very fortunate to be surrounded by Cadets who have a passion for aviation, so it is easy for me to get them to build and fly model airplanes.

So far, we have built rubber powered planes, and some of you may be interested to know that we have had a Hangar Rat airborne for 1 minute 25 seconds in the hall at the Boys and Girls Club - built and flown by a Cadet!

Each year, my Squadron participates in the Three Amigo's Free Flight Competition held right here in Bend. It is fantastic to see a Cadet start with a 10 second flight at the beginning of the day, and end with a minute or longer flight by mid-day. They learn so much at these events, and get to see the pro's fly some wonderful free flight rubber powered airplanes.

We have also partnered with BAM and fly at least once a year with the club. This is part of my job as the Pacific Coast Liaison. I pair Cap units with AMA clubs, and we have around five pairs in Oregon. This is great for the Clubs as it injects much needed youth, and wonderful for CAP as we gain so much knowledge from you wonderfully passionate RC pilots and builders!

In this day and age of instant everything, building has taken a back seat and RTF's seem to rule the skies. I want to change that and get back to grass roots building. The up side of RTF and BNF's is that prices of kits sitting in people garages have dropped in price, and one can normally get a great bargain.

This winter, my Cadets are going to help me build a Dynaflyte 1/4 scale Bowers Fly Baby kit. I hope to have it ready for summer 2015. The power plant is a problem, and we are looking to fund raise to be able to buy one. I will be calling on you builders for some advice and help in the near future!

Part of the MARC program is holding week long Academies. Over the last two years we have held one at Salina Ks, Oshkosh Wi, and Dunlin, Ca., and the Cadets are immersed in full time RC activities. I ran the one in Dublin, and we flew all day (8am - 4 pm), and at night, I ran Aerospace lectures and we built five donated foamies. 25 Cadets, seven days.....boy, what an experience!

We averaged 24 flight per day per airplane and hit the 800 flight mark on the last day. We used the Fly Zone Sensei, and I must say with a few modifications they handled the training pretty well. Thank you to the Flying Electrons for all their help and for the use of their facilities.

I hope to be able to host the Academy right here in Bend in the near future. All I need is accommodation for 30 people for a week!

OCTOBER 2014 MEETING SHOW & TELL



Well, he finished it! We featured this model of Tom Schramm's in the March and April 2013 newsletter when he was building it. He brought it to the October meeting to share. It is a House of Balsa Citabria Pro which is sporting an OS120 four-stroke engine with a McDaniel glow-driver to keep it lit. It is finished with 21st Century "Coverite". As with all of Tom's planes, this one is a head-turner. We can't wait to see it fly next season.



Bob Ingram brought in his new Spectrum DX9 transmitter to share with us. He had just picked it up and was really excited about this purchase. He commented that Christmas had come early to his house. Nice radio Bob!



Bruce Burgess brought in his new "Jeti" transmitter. He got this as a present and has been talking about it for quite some time. He says programming is easy and he loves the feel of the radio....mode 1 of course!!!

OBITUARIES

Rest In Pieces



Once again we saw Darrell Loveland receive the crash trophy at the October meeting. Darrell recently crashed his beautiful Hanger 9 Blue Nose P51. This was a real tragedy and it happened on the plane's second flight.

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.