

Bend Aero Modelers



FLIGHT REPORT

OCTOBER 2014

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Ok, so I got to wondering how our club mascot, Diego, would look in this Halloween costume.....??

Next Meeting

October 22, 2013

6:30 pm at Jake's Diner

Food available
come early to visit and eat.



FROM THE EDITOR



by Andy Niedzwiecke

WOW!!! You'd never know it was October with the weather and participation we've been having at the field. Everyone must really be trying to get that last minute flying in before the snow starts flying and we're forced into our shops. If you haven't been to the field lately you'll probably notice next time you're there that the run-up stands have been moved to the taxi-ways because there is no longer any taxiing permitted in the pits. Starting next to the taxi-way is very convenient!

Just a heads up to all members, membership renewals are just around the corner and per the by-laws the dues are due no later than the January meeting. If dues are not paid at that point you will not receive a membership card with the new gate combos. If dues remain unpaid until March 1st, loss of membership occurs. It is easy to forget because of the holiday rush and expense so a soft reminder never hurts. AMA dues are also due by Dec 31st.

Some of the emails announcing that you are going to the field have subsided and we have numerous new members so if you are going to go flying please be sure to email the membership that you are going so anyone that wants company or needs help knows that you are there. These days there is increased flying at our site so there is rarely a time when someone is not at the field on weekends.

A location for the Christmas party is not known at this time so as soon as it is established we will notify you by email as well as in the newsletter. The next newsletter will come out on Nov 19 which is only 2-1/2 weeks from the party date, (Dec 6), so watch for email announcing the location.

See you at Jake's on the 22nd!

2015 OFFICER NOMINATIONS

Remember, nominations for 2015 officers close at the October meeting so if you are interested be sure to nominate yourself or someone by then or at the meeting.

Current nominees are: **President** - Greg McNutt, **Vice President** - Waldemar Frank, **Secretary/Treasurer** - Tom Rainwater, **Safety Officer** - Bob Ingram, **Newsletter Editor** - Andy Niedzwiecke



NEW MEMBERS

We have 6 new members to welcome this month:

Galen Rudd showed up at the park flying one day and was hooked. By now he has 6 airplanes, routinely flies at our field and is going on the camping trips with some of the other members.

Brian Downer is new to R/C flying but has been flying with Waldemar and Greg on a few occasions at our field. He is doing very well and loves to build. He is working with Waldemar on a *25 Sized Midwest Little Stick*.

Chris Schmidt, a German exchange student staying with Waldemar's family, is new to R/C flying too. He is practicing on a flight simulator and also using a buddy box system at the field.

Mike Wissing and his son **Nathan** and daughter **Rachel** just joined our club. Mike and family are from South Africa and Mike is an active member in the local Civil Air Patrol. He has been to our field as guest several times and is now a member. He is also part of the D's Hobbies organization so if you are in the store say hi.

A warm BAM welcome to all of our new members!

FROM THE PRESIDENT



Message from the President

by Waldemar Frank



Dear Members, Fellow RC Pilots, and Interested Readers:

I would like to remind all members that the club officer nominations for the 2015 term are due by the October club meeting (10/22). Please submit your nominees in time to ensure that your preferences are represented in the next election (November meeting). We will distribute an updated list of submitted and confirmed nominees (by the time you read this you should have received an update).

Electing effective club officers is critical and I can only appeal to every member to participate and voice your opinion. Club officers commit their time and resources to making our club fun, safe, and attractive to current and prospective members. Let's keep it this way regardless of who will be elected into office.

On a related note, you may have received your AMA renewal letter and noticed that our district (District XI) is also holding an election this year. Two VP candidates are in the race, Chuck Bower and Wil Byers. Chuck took over for Mike Mosbrooker earlier this year after Mike decided to resign for health reasons. Chuck is the incumbent VP who decided to run for reelection.

If you are interested and would like to know more about both candidates and their experience and vision for our district as well as the hobby, please refer to AMA's website and review their campaign statements.

Chuck Bower's campaign statement:

<http://www.modelaircraft.org/aboutama/Organization/ec/14bower.aspx>

Wil Byers' campaign statement:

<http://www.modelaircraft.org/aboutama/Organization/ec/14byers.aspx>

Both candidates are from Washington State and would make great VPs. If you subscribe to *RC Sport Flyer* magazine (rc-sf.com), you might have heard of Wil Myers—he is the Editor in Chief for the magazine.

On an unrelated note, I know that some of our members have also been members of the *International Miniature Aircraft Association* (IMAA), which promoted the interests of enthusiasts for large scale R/C aircraft. Unfortunately, and after many years, the IMAA has officially (legally) dissolved due to insufficient funding to continue operations. There has been some effort to at least save IMAA's very popular *HighFlight* magazine. As an IMAA member, you may have received an email describing the current effort and next steps to reinstate this popular magazine. For more details, please visit www.highflightmagazine.com.

Lastly, AMA is currently collaborating with lawmakers and FAA to continue the ongoing discussion about the future of our hobby and the protection of recreational R/C flying as we know it. More will follow and we are keen to learn if the many voices and AMA's position will be heard and result in a positive outcome.

Stay involved!
Waldemar

AT THE FIELD



October 5, 2014 was a perfect day for flying at Popp's field. The weather was warm, there was literally no wind, except that caused by groups of members during "armchair flying", and everyone was busy having fun on this fall day, in appreciation of the waning warm summer days. Below is some of the "action" that occurred at the field.



Probably the most anticipated part of this day was the maiden of Darrell Loveland's Hanger 9 P51 "Blue Nose". A lot of people showed up just to see this bird fly. This was a team effort with Darrell providing the materials and Andy Niedzwiecke assembling it. It is powered by an Evolution 20cc gas engine and features flaps and retracts. The maiden was perfect without a hitch. Above you see proud Darrell with his new (and first) warbird, a couple pictures of the flight and Darrell and Andy intensely watching the maiden. Congrats to Darrell.....the test pilot.....for a perfect maiden.



Spencer Sackin and Darrell Loveland pose with their warbirds. Spencer's is a Hanger 9 BF109 with an Evolution 15cc gas engine and features flaps and retracts as well. We were trying to goad them into a mock aerial battle but as both were going to be maiden or re-maiden, it was determined that that would not be a good idea. Nonetheless, it was good to see these two birds together as they actually fought each other in the European theater during World War II. Nice planes guys!!

AT THE FIELD

continued



Richard Carlson maidenied his Free Wing A10 Thunderbolt successfully. The flight was perfect and Richard did a fine job of piloting this ducted fan jet.

Tom Schramm can't help but admire his plane in flight. We all did! Tom is a master-builder and has some very nice birds. It was good to see Tom flying.



Speaking of "arm-chair-flying" here's Bob Ingram and Tim Peterson watching the action and enjoying the weather.



Waldemar Frank helping Bill Hand with his new "Eraze". No success here, Bill has to send this back for a replacement.



Greg McNutt's new "Trailer of the year". Greg enjoys camping and flying so this toy-hauler should be just the ticket for him. Nice one Greg!



Diego, the official BAM mascot is busy guarding Greg's stuff!

SEPTEMBER 2014 MEETING
SHOW & TELL



Tom Schramm presented his new Parkzone Mosquito twin-engine bomber. This is a nice looking airplane! Tom has also added the optional Eflite electric retracts. This plane presents itself well and we can't wait for Tom to maiden it. He says that it is a bit of a bugger to balance so when he gets that figured out we'll see it in the air. Thanks for sharing Tom!



Richard Carlson brought in his new Free Wing A10 Thunderbolt (aka Warthog). It is a twin ducted-fan jet with retracts. Richard had just finished putting it together before the meeting. He has since maiden it successfully as mentioned earlier in this newsletter. Richard (air-raid) is becoming quite the ducted fan enthusiast as we see him more often these days. Thanks for sharing Richard!



Bill Hand brought in his "Show and Sell" electric Super Sportster to show. It was featured in last month's newsletter on the Bulletin Board page. If you have an interest in this plane you should contact Bill at 458-206-9853

OBITUARIES

Rest In Pieces



Oct 5th was a happy day and a sad day for Darrell Loveland (and Andy Niedzwiecke). After a perfect maiden flight of Darrell's P51, tragedy struck! Darrell's plane was claimed by the grim reaper. Darrell can fill you in on the details if he wants to. The plane hit the electric fence North of the runway and then was thrown into a large rock which really did a job on the plane. Pictured below right is Darrell retrieving the cowl complete with the engine and muffler which apparently suffered no damage from the crash. This was Darrell's first warbird.



Joe Stone was awarded the crash trophy at the September meeting, for this spectacular crash. This picture was not available at that time. From witness's descriptions is was as if the wing separated from the plane in flight with a loud noise. Lucky for Joe there was a soft dry lake bed or the damage would have been much worse.

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.