

Bend Aero Modelers



Flight Report

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November 2015



"Popp's Field"

Next Meeting



December 5, 2015
Christmas Party
4pm at Bob Read's Hanger
At Prineville Airport



Message from the President



Dear Members & Interested Readers:

Well, a lot of time has passed since our last newsletter in May. Not only time, but a lot of improvements, activities and gatherings have taken place as well. We are fast approaching the end of another great year of improvements at Popp's Field. I want to take this opportunity to thank all of the members who have contributed their time and resources during the year.

Just about every member contributed in one way or another. Not only did we have our runway repaired and resealed, but we replaced our old fence, added two new gates **AND** we added two fabulous shade structures. Thanks to all of these repairs and improvements, flying and gathering at Popp's Field will be more fun than ever before. I can't tell you how many times folks have mentioned how nice our flying site is looking. Many of the positive comments have come from people who had not previously been to our flying field. I am proud of the way Popp's Field looks today and I am especially proud of the way that all of you have stepped up to make a difference. My hat is off to all of you!

As we approach the end of the year, we also approach a challenging time for our hobby. As most of you know, the FAA and DOT have stepped up their efforts to regulate sUAS (small Unmanned Aircraft Systems). Due to an unprecedented number of "close calls" between sUAS's and commercial aircraft through-



out the United States, the FAA has determined that it is time to tighten regulations for sUAS operators. As a result, the FAA (via the DOT) will be encroaching upon the model aviation industry in unprecedented ways. Recently the FAA and DOT announced a desire to establish regulations that will include the registration of most sUAS's here in the United States. A task force has been created to determine how this can be done by the end of this year. I don't see how this can be accomplished by the end of the year, but you can rest assured that change is coming. Fortunately, the AMA has been invited to be a part of this task force. The AMA recently sent out emails to all of it's members asking for feedback. I encourage all of you to take the time to respond to the AMA's request. Remember that we all have a voice in this important issue.

I look forward to seeing you at Popp's Field in the near future!

Greg McNutt

By Bob Ingram

Well as they say ... Nothing Ventured ... Nothing Gained

As I begin to work on my very first newsletter ever I am sending e-mails to gather information / pictures ... deciding on format etc ... I sit here wondering what I have gotten myself into. With any good luck this will be one of many future newsletters. As you will see this is NOT one of my special talents in life, however I am willing to step up to the plate and see what happens. And if I misspelled someone's name let me know so I get it right the next time, or if I left someone out please tell me too.

One of the first items on the agenda will be ... how frequently should the BAM Newsletter be published ... Monthly / Bi-Monthly / Quarterly. I have been a member of BAM since February 2013 and there have been many activities that have taken place at Popp's field or elsewhere that deserve at least a 'mention' in the newsletter. My guess is a monthly newsletter would be best. This is something that I would appreciate input from the BAM membership.

The 2nd item is ... the BAM Newsletter will only be as successful as the number of contributions ... articles and pictures ... so let us all contribute.

The 3rd item is ... WHAT does each BAM member want to see in a BAM Newsletter. The list can be very long, however it is important to know what people like to hear / see about what is happening in BAM.

The last item on the agenda is expectation. Andy was the Editor for the BAM Newsletter when I joined BAM and put out a GREAT newsletter. Please do not expect mine to be that great, however I will do a Bob style that I hope will satisfy most individuals. Because I am not creative I look for ideas, so if you see something familiar it is because I probably saw it too and incorporated it into the BAM Newsletter.

*And I want to personally **Thank** Andy for the contributions he has made to BAM as the editor of the Newsletter and his work at Popp's Field.*

New Members

Over the last few months we have had many new members join BAM ... some from moving to the area ... some from the COCC classes.

Hopefully in the future there will be more information about each new member to introduce them to the club membership.

Here are the recent members that have joined:

- Matt Kehr—May 10th
- Robert Breitbarth—July 28th
- James Gindlesperger—August 24th
- Richard “Rip” Osterhuber—October 28th

PLEASE NOTE—IF your name was not included, I apologize as this is a ‘catch-up’ issue of the BAM Newsletter.

EVERYONE is WELCOME at BAM

A warm BAM welcome to these new members.

Safety Officer

Bob Ingram

My year as the Safety Officer for BAM is coming to an end. It is not because I can't do the job, it is just because I am not at the field as often as I feel a Safety Officer should be ... so that person can see what works and what doesn't work plus knowing intimately the operation of a flying field.

BAM's flying field has grown to become something we should all be proud of ... update to the club house, new safety fence, runway repair, new fence and 2 new gates and new shade structures. This is a field we should all be very proud of and to display to many organizations to show how we get things done. Maybe an article with pictures about the growth of BAM field should be published in the AMA magazine in the future?

The BAM field guidelines are included with each BAM Newsletter as a reminder that Safety Comes First. They are published on a single page and divided into sections so it is easy to understand.

Common sense plays a major role in 'safety' at a flying field ... so let us all continue to use it.

As the year of 2016 is in focus and BAM elections completed I will be passing the Safety Officer baton off to Waldemar Frank as the Safety Officer elect for 2016.

2015 BAM Pylon Racing Results

By Bruce Burgess & Waldemar Frank

The 2015 pylon racing season has come to an end and everyone had a very good time, FINAL STANDINGS are listed below. Shortening the course (The length of the race course turned out to be perfect (265 ft) for the Super Sportster with the winning racer going about 10 laps in 2 min. If you have good batteries that leaves plenty juice to land and it doesn't over burden your battery) and making the change to electric Super Sportsters has proven to be a BLAST for all those that participated. With the addition of the 'flying start' there was excitement from the very beginning. Let's all get ready for 2016 Pylon Racing Season and there may even be another class of War Birds to race too.

2015 Season - Final Standings

Season Standings (4 races)	Points	Total Heats Finished	Efficiency
1 Bruce Burgess	67	21	80%
2 Greg McNutt	62	19	82%
3 Waldemar Frank	49	21	58%
4 Ryan Thomas	37	12	77%
5 Tom Rainwater	36	14	64%
6 Andy Niedzwiecke	32	13	62%
7 Joe Newman	13	6	54%
8 Eric Suing	11	5	55%
9 Tony Bass	9	6	38%
10 Dan Costello	4	3	33%

From l to r; Dan Costello, Bruce Burgess, Waldemar Frank, Eric Suing, Tony Bass, Gene Suing & Greg McNutt. Not pictured is Ryan Thomas, Tom Rainwater, Joe Newman & Andy Neidzwiecke



Additional Pylon Racing Pictures

Arming the planes
and getting ready
... 2 are already



Lined up to start ...
should be easy to
spot yours in this
group

Remember
which plane is
yours



COCC Course: 12 months in – how did we do thus far?

We recently completed teaching our third R/C model aviation course at **Central Oregon Community College (COCC)** as part of the **Community Learning** program. It feels as if we have been doing this for a long time now, but it was just a little over 12 months ago that we sat down with Paul Stennett, the Community Learning program manager, to discuss the curriculum for an R/C model aviation course.

Since then, we have introduced almost 30 students (the class is limited to 10 seats) to our hobby and provided hands-on flight training. Several of our students have joined AMA and our club, making this one of the most successful activities that our club has conducted to promote the hobby. And with increasing interest in the hobby, especially “drones,” our mission to promote safe and responsible practices has become even more critical.



Above: Group picture of COCC course students and instructors at Popp's Field prior to hands-on flight training.

The initial motivation for this course was straightforward: Immerse interested folks, mainly beginners, in a hobby that has become more accessible while providing the necessary knowledge and awareness to go about it the right way.

However, it has also become apparent that our initial motivation has grown into a larger cause because our hobby and emerging “drone” technologies have been generating regular news coverage, unfortunately mostly due to irresponsible hobbyists. In other words, this course has become our voice to convey safe and responsible practices through education and directly impact the future of our hobby.

FAA’s ongoing monitoring of incidents and systematic collection of information has been raising concerns as discussions about rules and regulations are routinely fueled by new incidents. AMA has been proactive in representing the organized arm of our hobby—and indirectly the unaffiliated pilots as well. However, it is becoming clear that it is very challenging to enforce any sort of rule or define rules to fully prevent irresponsible behavior, particularly for hobbyists who pursue recreational flying without affiliation with a community-based organization.

Therefore, our educational approach to promote the hobby might be the most effective way to ensure that we can reach more people, organized or non-organized flyers, and raise awareness to protect the future of our hobby. We will not change the minds and behaviors of notoriously irresponsible hobbyists, but we can at least help honest, responsible flyers who just need to have access to the right knowledge.

Needless to say, I believe that we are making a difference as the feedback from the course indicates. Although our impact is local, it is nevertheless meaningful. Together with other clubs and AMA, we can make a difference on a large scale.

We are excited about teaching a well-received course. In fact, we have been thinking (and been approached by COCC) about expanding our course offering and developing a supplemental course that focuses on selected topics in greater detail.

The next 12 months should be even more exciting as we leverage our lessons learned to develop new content and provide hands-on opportunities to experience our hobby.

Take care and be responsible,

Waldemar Frank

BAM Shade and Fence Project

By Greg McNutt

As we started the new year with plans to do much needed repairs on our runway, we had no idea that we would take on even more aggressive field improvements before the end of the year. Our budget would allow for the runway repairs, but not

much beyond that. After a phone call from Jim Woolaway, the son of one of our former members (Kim Woolaway), we began to expand on an earlier idea of adding shade structures in the Pits areas

at Popp's Field. Kim Woolaway had passed away a few months before the phone call from Jim. Jim wanted to offer our club some of Kim's RC planes and equipment. I discussed the idea of offering the equipment to our members for the purposes of raising funds for some shade structures at Popp's Field and



Construction work begins on the eastside shade structure.



Galen Ruud and Mathew Phillips drilling post holes for our new fence.

Jim liked the idea. I then met with Jim and collected all of the planes and equipment. After more discussions with the EC and many of our members, we created a special raffle drawing that would take place during our Family BBQ and Fun Fly on July 11th. The proceeds of the raffle would be used to fund the costs

associated with the shade structures. We were hoping to raise approximately \$1,700. As it turned out, we raised over \$2,200. After kicking around the



Joe Newman, Chris Shaker and the Dave Reiss (aka The Boss) mix concrete for all of the shade structure post holes.

many different shade structure options available to us, we settled on building two 12'x40' structures. The problem was that we had raised more in donations than it would take to build the structures. During our next monthly meeting, we discussed the idea of replacing the old fence with a new (and re-located) fence that would

include two additional access gates. Now we were short the necessary funds

needed to complete both projects. During that monthly meeting, we agreed to build the fence as long as we raised sufficient funds within two weeks. Within 24 hours of that meeting, we had the funds needed to complete both projects. Over 50% of our members contributed financially,



Galen Ruud, Kurt McNutt, Chris Shaker and Mike Dressler fill in the hole that this 300lb rock occupied for centuries. This rock was responsible for tripping many of our pilots and guests over the years. Fair well you old rock!



Lunch break at the mess hall during the construction phase. The food never tasted so good!



Inspector Schramm carries his level for a surprise inspection on the east shade structure. Tom kept us on our toes all week with surprise inspections. We did well because no citations were issued during the week.



An aerial view Popp's Field during the construction phase of our project.

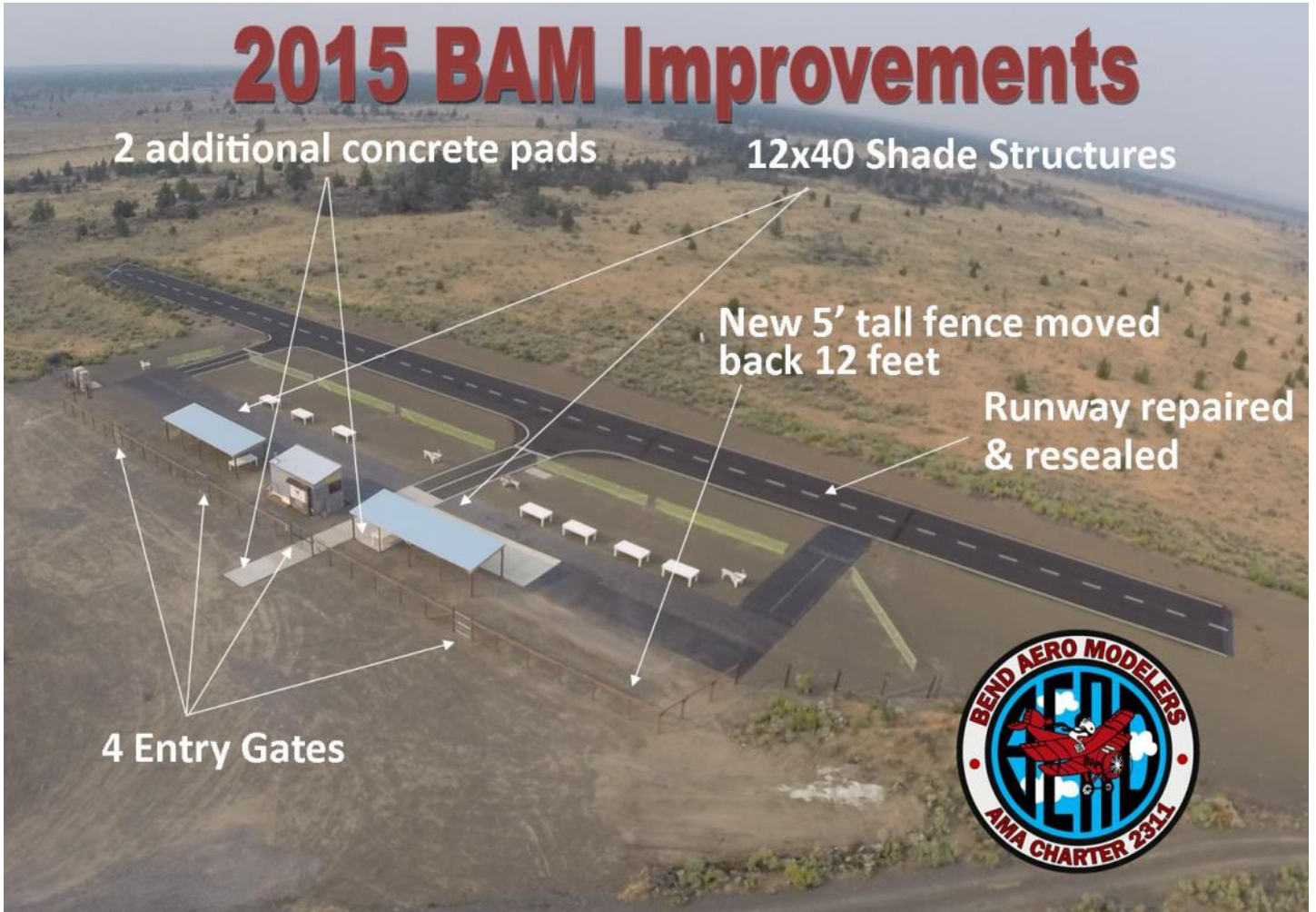


The dawn of the first day following the completion of the BAM Shade and Fence Project.

The Dirty Dozen



A vision realized.



physically or both to this project. In the end, we had raised nearly \$4,000. It was then time to build the shade structures and fence. An email call was sent out asking for volunteers to help with the construction phase of the project. We were looking for our ***“Dirty Dozen”*** to step forward and help. We quickly had a dozen plus two. The goal was to complete the work by September 1st. We planned to get the job done over a period of two weeks. In the end, the project was complete in one week. Mission accomplished on August 23rd. So many people stepped to the plate on this project. It seemed like nothing but homeruns were hit by everyone. I want to thank each and everyone one of our members who supported this effort financially and physically. Many hours were devoted to getting this project off the ground and completed. We accomplished a lot!

Thank You! You know who you are!

Greg

BAMFEST 2015

By Greg McNutt

As our flying season began to come to a close, it seemed that the good weather that we had enjoyed during the summer, was still hanging around . . . Begging for another club get together. Enter the **BAMFEST 2015** event. What began as a brief conversation between **Bill Hand** and me, the idea of a BAMFEST 2015 event began to take root. Bill was itching to prepare some pancakes for any and all comers and I was eager to smoke some ribs on the



Bill "The Pancake Man" Hand prepares some of his delicious cakes!



Tim Peterson preparing coffee at the mess hall on Saturday morning.

Traeger for a dinner treat. BAMFEST 2015 was born and an invitation was sent to all of our members to join in on our Fall weekend event. Camping, socializing, flying and eating were all on the agenda. Though Mother Nature did her best to interrupt our event, we still had a great time during the entire weekend. In the end, we had 30 folks join in on the fun. Many of us spent two or three nights camping and having a great time. The breakfast on



Cheryl, Bill, Dave, Tom and Tim enjoying some great conversation.



Let the story telling begin. Some whoppers were enjoyed by all during the campfire on Friday.

Saturday morning included pancakes, eggs and sausage. Dinner that same night featured a fantastic potluck with too many great dishes to name. Everyone contributed and a great time was had by all. Will there be a BAMFEST 2016 you ask? Certainly!



Janice Reiss enjoying some pancakes on her Birthday!



The Kitchen Cast in full motion!



Cheryl Peterson & Richard Carlson digging in!



Greg McNutt, Jim Gindlesperger & Bill Hand



Fried Baitis & Dave Reiss talk about flying!



Richard Carlson, Tom Rainwater, Darrell Loveland & Chris Shaker enjoying some morning sun.



BAMFEST 2015



Castle—a giant scale event held in California that a number of BAM members attended

Every Memorial Day weekend that is a 'giant' scale event held in Atwater, California at the Merced County Airport (also known as Castle because it was once the Castle Air Force Base. This was the 18th time the event has taken place. For planes to qualify the wing span must be 80", bi-planes 60" or quarter scale.

In 2015, members from BAM attended: Greg and Kurt McNutt, Waldemar Frank, Bob Ingram, Tom Rainwater, Galen Ruud and Jim Young ... all had a fantastic time.

This is something others may desire to attend to participate as a pilot or just as an observer. It is always a lot of fun. You can attend for one day or all 4 days.



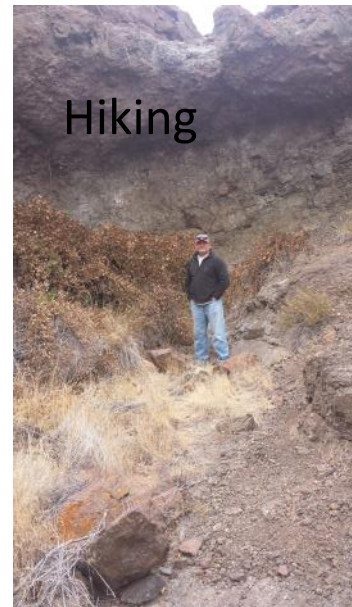
Alvord Desert

Another yearly event that many BAM members attend

Each year, usually mid September, a number of BAM members travel to the Alvord Desert (SE Corner of Oregon) for a week of flying and other activities ... 4 wheeling, land sailing and usually daily trips to the hot springs. And of course there is lots of flying. Runway is about 7 miles across and 22 miles long

This year, Greg and Kurt McNutt, Joe and Kim Stone, Waldemar Frank, Tom Rainwater, Bob Ingram, Tim and Cheryl Peterson, Galen Ruud and James Fredericks went to enjoy themselves.

Start planning now and join us for next year ... September 2016.





Camp



James home



Kitchen



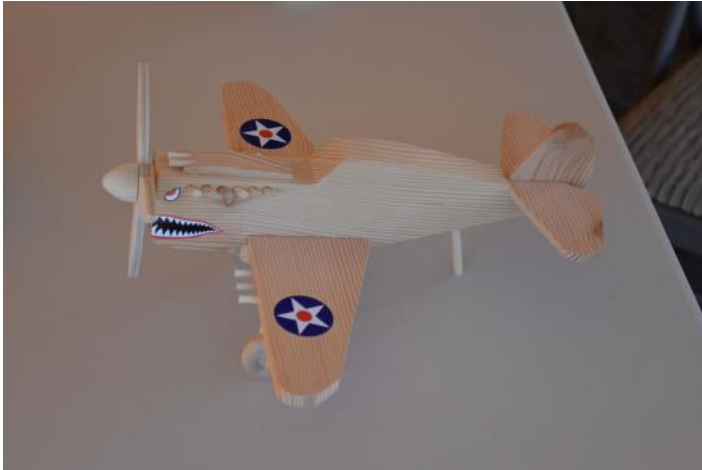
Dinning Hall

This year there were special evening meals. Fantastic food ...

Show & Tell

I expect Show and Tell to be a part of the BAM Newsletter. With that being said, there is a need for pictures and information about each Show and Tell ... If you do not see the Editor present please take pictures, names and information and send it all to him.

Show and tell is limited for this issue ... to pictures provided from BAM Fest



Dave created this and it was on display at BAM Fest

A lot of stories were told at BAM Fest ... some were believable, some were not.



BAM Field Safety Guidelines

GENERAL

- All pilots shall be current members of AMA. Proof of current AMA membership is required prior to flying at BAM.
- Visiting AMA pilots and new members of BAM shall receive a safety orientation by one of BAM's Safety Committee members prior to their first flight.
- Pilots shall ensure flight operations in accordance with AMA's Safety Code and these Field Safety Guidelines at all times.
- Pilots shall ensure proper operation of their aircraft and associated equipment prior to use.
- Pilots shall show courtesy towards others and apply common sense when flying at BAM.
- Pilots are encouraged to verbally enforce safe flying practices as appropriate.
- All guests, spectators, children, and pets shall be supervised by a BAM member at all times while inside the flying field and are encouraged to remain behind the pit tables.
- When working on armed aircraft in the pit area, pilots shall always secure/restrain the aircraft from moving on the ground or rolling off a work bench/pit table.
- 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.

PRE-FLIGHT OPERATION

- Pilots that use AM/FM radio equipment (50 MHz, 53 MHz, and 72 MHz) shall attach the appropriate frequency pin visibly to their transmitter's antenna whenever it is in use.
- Pilots shall place their AMA card on the respective channel pin on the frequency board.
- Pilots shall restrain their aircraft during the start-up (combustion engines) or arming process (electric motors).
- Pilots shall use one of the designated run-up stands for the start-up and arming process as appropriate for

Pilots shall use one of the designated run-up stands for the start-up and arming process as appropriate for the type and size of aircraft.

For larger or electric-powered aircraft, pilots may use the taxiway instead to start up or arm their aircraft while keeping it restrained with the help of another pilot, helper, or tethered to the ground or safety fence.

For extended engine tuning and troubleshooting procedures (e.g., more than usually needed to start the engine), pilots shall use one of the run-up stands designated (marked) for tune-ups, break-in and troubleshooting.

Pilots shall never leave their aircraft unattended while the aircraft is running or armed even if it is secured and restrained.

FLIGHT OPERATION

Pilots shall only taxi aircraft on the taxiways and runway. No taxiing is permitted in the pit area.

While flying, pilots must remain behind the safety fence and never block the taxiways.

Pilots shall verbally communicate their intentions during takeoffs, landings, and emergencies.

Pilots shall always fly their aircraft north of the centerline of the runway and remain within the approved fly zones (see fly zone map for details).

Only pilots and a supervised helper are permitted beyond the safety fence (e.g., to retrieve an aircraft).

Landing aircraft have the right of way. Dead-stick landings shall be called as such and given immediate right of way.

Pilots shall announce low passes, touch-and-gos, and hovering directly near or above the runway.

Pilots shall not take off from or land on the taxiways. This applies to all aircraft types, including rotary-wing and micro aircraft.

No more than five (5) aircraft shall be in the air at one time. This includes rotary-wing and micro aircraft.

Pilots shall call all maiden flights prior to flight. All other aircraft shall be grounded until the maiden flight has been completed.

All hand launches shall be called to alert other pilots. Hand launches shall be performed either from the runway or the area between the runway edge and the safety fence.

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.