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Bend Aero Modelers

Flight Report

April, 2016

Next Meeting

April 27, 2016
6:30pm At Black Bear Diner
Food Available
Come early to visit and eat!

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From the Editor

By Bob Ingram

April

The Flight Report Editor is making a call for information—including pictures if you have any—of BAM history. Would like to create a section of BAM history … When did BAM start? Any pictures? Anything to do with history of BAM would be appreciated. Thank You.

Continue to feel free to submit pictures and stories during 2016. Without your contributions the BAM Newsletter would not exist at the level you expect it.

AND did you know we have a celebrity in BAM? Steve Younger is now a spokesman for Smolich Motors … saw it myself on TV … he even managed to get his planes on display and fly one too. Way to go Steve … autograph session will be at the next club meet-

New Members

Keith Kearcher (picture of him with his T-28) has been in Bend 13 years. He retired 2 years ago being a specialized type of gunsmith for 20 years. He received his private pilots license in the late 70's and stopped flying in the mid 80's. Aviation has always been an interest and RC is a way to enjoy that again without the costs. Keith has a starter plane—a T-28. Keith would like to move into gas planes at some point. He has always enjoyed building stuff and looks forward to his first real kit plane. Outside of flying Keith also has interests in outdoor activities—hunting, hiking and mountain biking. Oh yes, he also is an avid motorcyclist.

Gary Rice have been in Bend (lives down by Sun River) since 2001 after growing up on the Oregon Coast. Gary is still working and travels the West Cost from Alaska to L.A. and over to Hawaii working on petroleum barges. He is a self taught RC pilot after he bought himself a plane (see the plane he is holding) for Christmas. He hopes to improve his skills working with Greg and Mike.

A BIG BAM Welcome to Keith and Gary. Be sure to say hello to them at the club meeting or at the field.

Government Relations: Our Hobby Remains in Flux

I am sure that many of you receive the AMA updates regarding the ongoing discussions and amendments to FAA's Reauthorization Act of 2016 (www.modelaircraft.org/files/S2658_4-4-16.pdf). Many folks and stakeholders, including AMA, have been voicing their frustration with the more recent developments that clearly undermine the original intent and commitment to keep the organized hobby protected from unjustified rules and requirements as defined by FAA's Modernization and Reform Act of 2012, specifically section 336, "Special Rule for Model Aircraft" (www.faa.gov/uas/media/Sec_331_336_UAS.pdf).
If you recall, the original intent was to separate recreational hobbyists from other uses of small Unmanned Aircraft Systems (sUAS) that involve operation outside the defined set of rules for model aircraft and outside the safety guidelines of a community-based organization. It is apparent that the current direction is moving us towards additional rules and requirements that could pose a threat to the future of the hobby.

Essentially, it could become so restrictive and cumbersome that it discourages people from ever pursuing this hobby or staying in the hobby altogether. Now, we are not at that point yet, but it is clear that the recent registration requirement is just a first step to get a better handle on all those hobbyists, organized or unorganized. Given the fact that the registrations exceeded 400,000, it is obvious that many hobbyists are not AMA members (AMA has around 185,000 members). That means that many hobbyists are enjoying this hobby on their own, or at least without having any affiliation with the AMA.

Terry Dunn, a freelance writer and enthusiastic hobbyist (TerryDunn.org), wrote a recent article about the FAA developments and impact on our hobby. You can find his article here:

www.tested.com/tech/566982-rc-flying-and-law-2016/

Terry is making some interesting points and observations. One particular observation that stood out to me is that general trends and technological developments in our hobby have changed the perception about our hobby and how people view multi-rotors: our hobby has become a toy industry that is accessible to the masses. In other words, multi-rotors have carved out a new target group and type of hobbyist that didn't exist previously. I am not saying that there is anything wrong with multi-rotors; however, it is apparent that this technology has fueled much of the draw that our hobby has seen in more recent years.

Combined with affordable video technology and the fascination with aerial videos, multi-copters have become a main type of unmanned aircraft that entices people to enter the hobby without the usual guidance and safety net that AMA members have experienced over many decades.

This technological development and emerging perception of our hobby—in my opinion—have triggered some of the irrational and arbitrary legislative activity to put further constraints and controls on our hobby. Unfortunately, AMA and its members have been caught in this mess and become a target without any wrongdoing. The reluctance to acknowledge AMA's safety track record—and actually consider it when proposing legislation that is more targeted and appropriate—is an indication that the current direction is driven by an inability to distinguish between different groups of hobbyists and manage them accordingly.

Although AMA embraces multi-copters as another type of model aircraft and offers education as well as guidance for safe operation, it won't be able to reach all hobbyists that have an interest in RC flying. Again, the large number of hobbyists that registered with the FAA highlights that unaffiliated hobbyists will remain in the majority and likely determine the direction that lawmakers will take to define the future of the hobby for everybody.

We can only hope and support AMA to remain a strong voice on our behalf so we can find a solution that is appropriate without creating an environment that is ignorant towards the effective approach AMA and its members have demonstrated over decades (since 1936), before the FAA even existed (FAA since 1958).

Let's stay determined and voice our opinions. You can help by writing to your senator:

http://amablog.modelaircraft.org/amagov/2016/04/12/urgent-write-the-senate-now/

Take care!

Waldemar Frank

Show & Tell

Chris Rankin brought in a very interesting Yak 54 Profile Pro from Valley View RC powered by a Valley View RC 20cc gas motor. Chris said of all the engines he has run over the years this VVRC 20 ran the best right out of the box. Chris is using Savox Titanium gear servos, 2000maH Rx battery, SmartFly regulator and an optical engine cutoff system.

Bill Hand brought in a very unique Salto glider from ST Models. The glider uses EDF propulsion that retracts back into the fuselage when not needed to reduce drag. With the top mounted EDF unit and the installation of wheels on the fuselage you can take this aircraft off from the ground. With a 3S battery and a 71"+ wingspan this bird should fly for quite a while. Yet another beautiful glider from the Hand hanger.

Jim Young brought in his recently completed SBD Dauntless by Phoenix Models. The aircraft has a 57" wingspan and Jim decided to power it with an OS Max 65. The plane sports electric retractable landing gear and fully functional dive brakes. Rog Grigsby built this plane for Jim and they are both looking forward to flying it. Great job guys.

A few months back Tom Schramm brought in his Grumman Goose all framed up. At this month's meeting Tom brought in the finished aircraft and it was GEORGEOUS! Tom used Ultrakote's park lite yellow for the covering. It is just translucent enough to show all of Tom's workmanship below the surface. Tom is using Super Tiger 370 1000Kv motors with a single 3S 2200maH Lipo battery. Tom estimates the plane weighs about 2 lbs. 4 oz. Beautiful workmanship Tom!

A few months ago (like in Nov/Dec) Dave Reiss lost a plane … it flew to points unknown. Well he has it back. A DOT person found it about 2.6 miles NW of the flying field. NOTE: Dave rewarded the person with 2 of his home build model planes as the individual would not take cash.) The plane was found 'upside' down and the wing detached. It survived the snow and cold. Except for a small bend in the elevator stabilizer it appears it will fly again.

Crash Trophy

The crash trophy has found a new home.

The crash trophy for the month of March was given to Terry McDaniel who crashed an airplane AND lost an air-plane on the same day. WOW! We all feel your pain Terry! Hang in there brother ..... the crashing won't end but you will get more used to it.

Attendance at the club meeting

Our Club President and Vice President / Safety Officer speak and all others listen.

What else is happening

Bend Aero Modelers - 2016 Event Calendar

Last Update: 1/24/2016

Club Meeting
Pylon Race Practice
Contest Pylon Race
BAM Renewal Deadline
Last Chance to Renew
Pine Nursery Park Fun-Fly
National Holiday
BAM Christmas Party
Family BBQ & Scale Fun-Fly
Annual National Model Aviation Day

January

Week	Sun	Mon	Tue	Wed	Thu	Fri	Sat
1						1	2
2	3	4	5	6	7	8	9
3	10	11	12	13	14	15	16
4	17	18	19	20	21	22	23
5	24/31	25	26	27	28	29	30

January 1st - New Year's Day

February

Week	Sun	Mon	Tue	Wed	Thu	Fri	Sat
6		1	2	3	4	5	6
7	7	8	9	10	11	12	13
8	14	15	16	17	18	19	20
9	21	22	23	24	25	26	27
10	28	29					

March

Week	Sun	Mon	Tue	Wed	Thu	Fri	Sat
10			1	2	3	4	5
11	6	7	8	9	10	11	12
12	13	14	15	16	17	18	19
13	20	21	22	23	24	25	26
14	27	28	29	30	31		

April

Week	Sun	Mon	Tue	Wed	Thu	Fri	Sat
14						1	2
15	3	4	5	6	7	8	9
16	10	11	12	13	14	15	16
17	17	18	19	20	21	22	23
18	24	25	26	27	28	29	30

April 5th - Easter Day

May

Week	Sun	Mon	Tue	Wed	Thu	Fri	Sat
18	1	2	3	4	5	6	7
19	8	9	10	11	12	13	14
20	15	16	17	18	19	20	21
21	22	23	24	25	26	27	28
22/23	29	30	31				

May 10th - Mother's Day / May 25th - Memorial Day

June

Week	Sun	Mon	Tue	Wed	Thu	Fri	Sat
23				1	2	3	4
24	5	6	7	8	9	10	11
25	12	13	14	15	16	17	
26	19	20	21	22	23	24	25
27	26	27	28	29	30		

June 21st - Father's Day

July

Week	Sun	Mon	Tue	Wed	Thu	Fri	Sat
27						1	2
28	3	4	5	6	7	8	9
29	10	11	12	13	14	15	16
30	17	18	19	20	21	22	
31	24/31	25	26	27	28	29	30

July 4th - Independence Day

August

Week	Sun	Mon	Tue	Wed	Thu	Fri	Sat
31		1	2	3	4	5	6
32	7	8	9	10	11	12	13
33	14	15	16	17	18	19	20
34	21	22	23	24	25	26	
35/36	28	29	30	31			

September

Week	Sun	Mon	Tue	Wed	Thu	Fri	Sat
36					1	2	3
37	4	5	6	7	8	9	10
38	11	12	13	14	15	16	17
39	18	19	20	21	22	23	24
40	25	26	27	28	29	30	

September 7th - Labor Day

October

Week	Sun	Mon	Tue	Wed	Thu	Fri	Sat
40							1
41	2	3	4	5	6	7	8
42	9	10	11	12	13	14	15
43	16	17	18	19	20	21	22
44	23/30	24/31	25	26	27	28	29

November

Week	Sun	Mon	Tue	Wed	Thu	Fri	Sat
45			1	2	3	4	5
46	6	7	8	9	10	11	12
47	13	14	15	16	17	18	19
48	20	21	22	23	24	25	26
49	27	28	29	30			

November 24th - Thanksgiving Day
NOTE: Due to Thanksgiving the November meeting is a week earlier.

December

Week	Sun	Mon	Tue	Wed	Thu	Fri	Sat
49					1	2	3
50	4	5	6	7	8	9	10
51	11	12	13	14	15	16	17
52	18	19	20	21	22	23	24
53	25	26	27	28	29	30	31

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

Field Safety Guidelines

A. GENERAL

1. All pilots shall be current members of AMA. Proof of current AMA membership is required prior to flying at BAM.
2. Visiting AMA pilots and new members of BAM shall receive a safety orientation by one of BAM's members prior to their first flight.
3. Pilots shall ensure flight operations in accordance with AMA's Safety Code and these Field Safety Guidelines at all times.
4. Pilots are responsible for the safe operation of their aircraft at all times.
5. All guests, spectators, children, and pets shall be supervised by a BAM member at all times while inside the flying field (fenced area) and are encouraged to remain behind the pit tables.
6. Pilots shall always secure/restrain running or armed aircraft.
7. R/C cars and other surface vehicles are prohibited anywhere inside the flying field (fenced area) during active flight operation.
8. Smoking is prohibited anywhere inside the flying field (fenced area).
9. The consumption of alcoholic beverages before or during flight is prohibited.

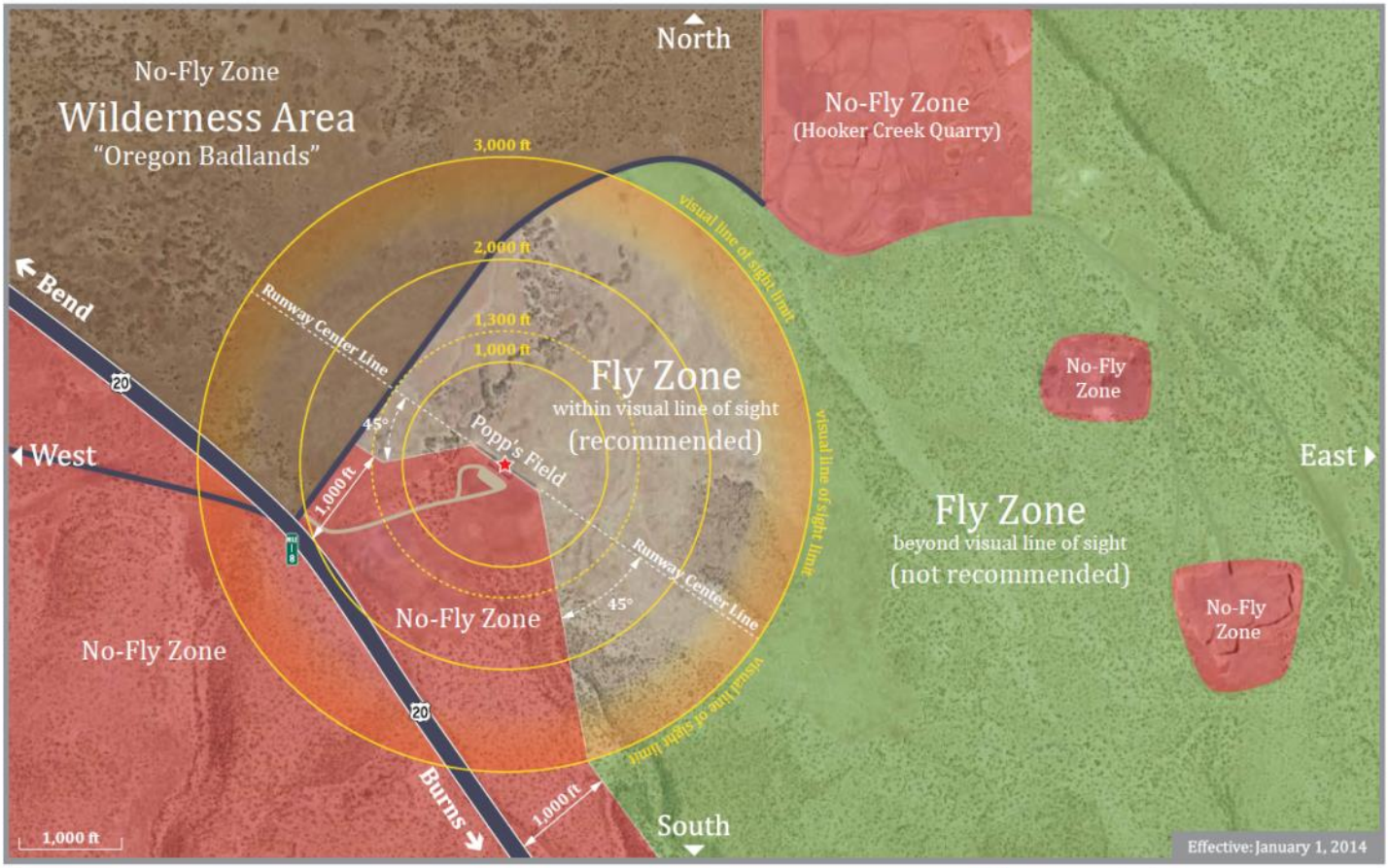
B. PRE-FLIGHT OPERATION

1. Pilots that use AM/FM radio equipment (50 MHz, 53 MHz, and 72 MHz) shall possess the appropriate frequency pin.
2. Pilots shall place their AMA card on the respective channel pin on the frequency board. This does not apply to pilots using 2.4 GHz transmitters.
3. Pilots shall not start/run their aircraft in the pit area.
4. For extended engine tuning and troubleshooting procedures (e.g., more than usually needed to start the engine), pilots shall use the marked areas designated for tune-ups, break-in and troubleshooting.
5. Pilots shall never leave their aircraft unattended while the aircraft is running or armed even if it is secured and restrained.

C. FLIGHT OPERATION

1. Pilots shall only taxi aircraft on the taxiways and runway. No taxiing is permitted in the pit area.
2. While flying, pilots must remain behind the safety fence.
3. Pilots shall verbally communicate their intentions during takeoffs, landings, low passes, touch-and-gos, and emergencies.
4. 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).
5. Only pilots and a supervised helper are permitted beyond the safety fence (e.g., to retrieve an aircraft).
6. Landing aircraft have the right of way. Dead-stick landings shall be called as such and given immediate right of way.
7. Aircraft shall not take off from the taxiways south of the safety fence.
8. Aircraft shall not land on the taxiways at any time.
9. Pilots shall call all maiden flights prior to flight. All other aircraft shall be grounded until the maiden flight has been completed.

Fly / No Fly Zone's for Popp's Field



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.