

Bend Aero Modelers



Flight Report

PRESIDENT

Fred Baitis

pa18fred@hotmail.com

VICE PRESIDENT

John Wytsma

jwytsma@hotmail.com

SAFETY OFFICER

Richard Carlson

SECRETARY/TREASURER

Tom Rainwater

trainwater157@gmail.com

FLIGHT REPORT EDITOR

Bill Hand

wgh4740@gmail.com

FLIGHT INSTRUCTORS

Bruce Burgess

541-279-1486

James Fredericks

541-350-5564

Greg McNutt

541-306-0633

Mike Wissing

AMA District XI VP

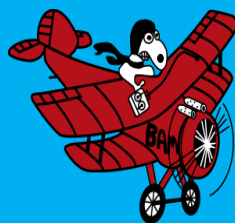
Chuck Bower

360-632-9211

November, 2016



Next Meeting



November 16, 2016

6:30pm At Black Bear Diner

Food Available

Come early to visit and eat!

By Bill Hand

November 2016

As you know, we are opening a new chapter in the management of the Club, with new club officers and a new editor of this publication.

Bob Ingram has given me the honor of publishing the Newsletter for the foreseeable future. We all wish Bob a rapid recovery and we look forward to his return to the field for some serious flying.

The Newsletter is a little thin this month, as I begin to assemble material for future additions. Hopefully you will continue to enjoy the publication .

Thanks in advance for your support,

Bill

There are many new and exciting things happening in our hobby. I will provide a brief report on these as I find them.

PROGRAMMABLE RECEIVERS:

A few of you are now flying planes with this technology. The advent of inexpensive "attitude monitoring devices (gyros) and the increasing use of GPS technology has open the door for significant advances in the development of lost cost semi-automatic flight systems. The SAFE and AS3X systems developed by Spectrum and put in planes by Horizon Hobby are examples we are familiar with.

By making it possible to greatly reduce crashes caused by pilot error, the hobby is now open to a new generation of people who have limited flight skills or have seen their flight skills reduced due to the effects of age. (Help! I can't control the F***ing plane!). These system buy the pilot time to correct for control errors, and also allow the plane to be flown in more adverse wind conditions.

Most pilots opt for planes that are pre-programmed to perform to a specific limited flight envelop, as well as correct for flight irregularity caused by wind. The E-Flite Apprentice is probably the best known example of this technology.

SPECTRUM provides a family of receivers that the user can pre-program to fit their skill level and the flight characteristics of any aircraft. The AR 636 is a currently available receiver that is user programmable. This receiver has an internal gyroscope and a programming input (note small square port on side of receiver).

A free program for MAC/PC may be downloaded from the SPECTRUM website. You may also program the receiver on your smart phone with software provided for MACOS and Android



You will be required to buy an interface cable (\$16) to provide the link between your computer source and the receiver.

How does it work? For those of you who already fly with this technology you know that it has taken the frustration out of the flight learning process and made flying RC a fun and entertaining enterprise.

Information links including YouTube "how to" videos:

https://www.youtube.com/watch?v=LnYiKgrL_bU

<http://www.e-fliterc.com/Safe/>

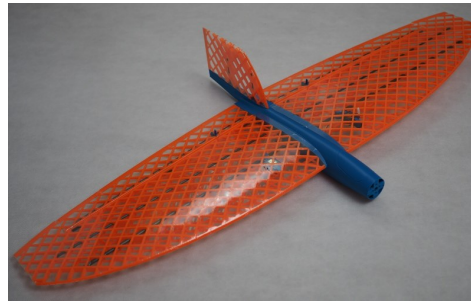
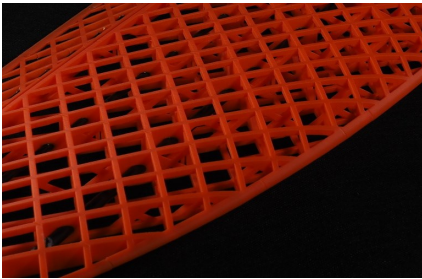
<http://www.spektrumrc.com/Technology/AS3X.aspx>

3D PRINTING

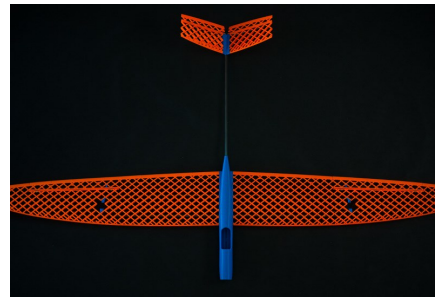
This technology may provide an entire market for new rc aircraft products. 3D printing allows you to download a set of 3D plans on to a 3D printer. The printer then reproduces a "hard copy". The results are spectacular:



The beauty of the technology is that a complete plane can be made from modules that fit together like LEGOS. Broken sections can be reproduced and inserted in the existing airframe creating a new plane. The process produces a light, strong, airframe which may be covered with conventional covering techniques. Some 3D plans create a complete plane that requires no covering. Examples:



Source: <https://3dprintedrcplanes.com>



Other Sources:

<https://3dLabPrint.com/index.php>

Show and Tell



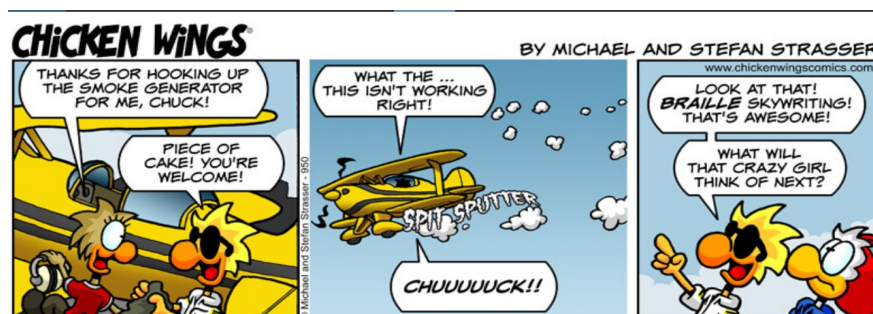
Richard Carlson showed us his new Great Planes Kunai Glider and Freewing Large Scale F-15 from Motion RC. Keep 'um in the air Richard!



Rob Breitbarth shows off his recently completed Predator. This plane has GPS navigation, full gyro support, and multiple camera support. How he got all that in this fuselage is a miracle! Off to Afghanistan for testing?

Crash Trophy

Bill Hand holds the honors this month for the distinction of crashing an "un-crashable" plane.





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.

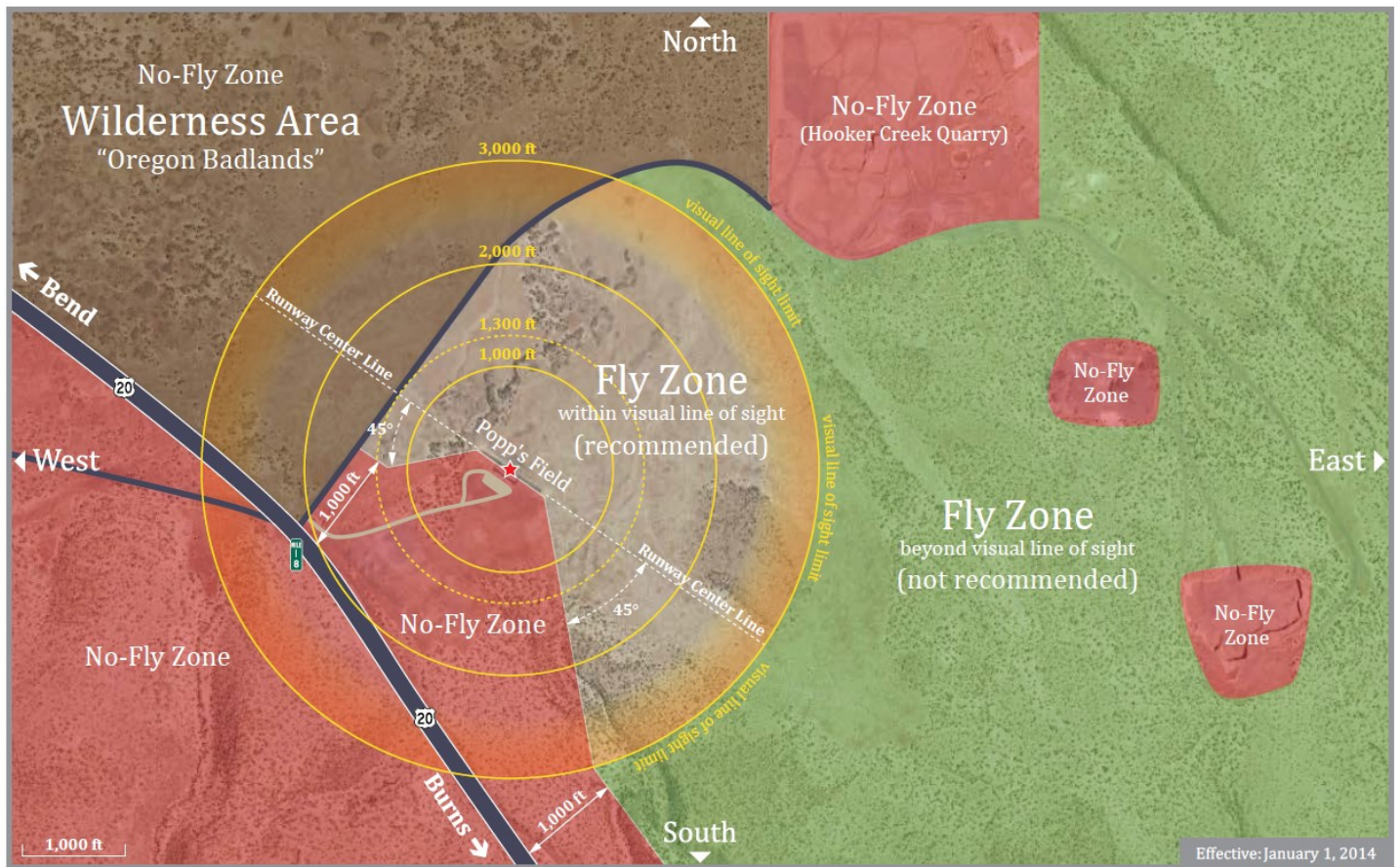
B. PRE-FLIGHT OPERATION

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



★ Popp's Field: Latitude 43° 56' 42.34" N / Longitude 121° 1' 16.21" W

Legend: ■ No-Fly Zone ■ Wilderness Area (No-Fly Zone)

WANTED!
GOOD
WOMAN

Must be able to clean,
cook, sew, wax aircraft
and navigate.

Must have airplane
and hangar.

PLEASE SEND PICTURE
OF PLANE AND HANGAR