

Bend Aero Modelers



FLIGHT REPORT

AUGUST 2014

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Bend Aero Modelers is a Non-Profit Organization 501 (c)(7)

August 16, 2014

Bend Aero Modelers
invites you to celebrate
**National
Model Aviation Day**

and support our fundraiser for the
Wounded Warrior Project
and
Central Oregon Veterans Outreach

Event hours: 10:00 AM to 4:00 PM

- Raffle drawing (3:30 p.m.)
- Food and beverages available for purchase
- Onsite porta-potties
- Free parking/camping (Incl. RVs/no hookup)
- Pilot registration (starts at 8:00 AM)
- Open flying (AMA pilots)
- Flight demonstrations
- Display of airplanes

Win Raffle Prizes!

Open to the General Public
Free Admission for Spectators
\$10 Landing Fee for Pilots

Popp's Field at Horse Ridge
East of Bend, Off Hwy. 20
Near "The Badlands" / Milemarker 18

For more details and directions,
please visit us at:
www.bamrc.com



Bend Aero Modelers held their annual fun-fly event in coordination with the AMA's National Model Aviation Day event supporting the Wounded Warrior Project and also to benefit the local Central Oregon Veterans Outreach. A couple of articles in the local paper featured the event before and after. Turn-out by the public was good. This is our yearly event that reaches out to the community to acquaint them with the model aircraft hobby. Donations were good and raffle tickets took in a tidy sum as did the food concession.

This is a success story!
More inside....

Next Meeting

August 26, 2014
6:30 pm at Jake's Diner

Food available
come early to visit and eat.



FROM THE EDITOR



by Andy Niedzwiecke

Hi all !!

I want to bring your attention to the page following this one. It features an article that was in the current issue of Model Aviation and is by the AMA president Bob Brown. I know some of you might have already read it but I think it was important enough to be spoon fed to those who might have breezed over it. The most important points are highlighted and I urge all of you to take this important topic to heart.

Our season is coming to a close with only two more scheduled events on the calendar.....well three if you count the Christmas party. This coming Saturday, August 30 is the final Club 40 pylon race at the BAM field and the following Saturday, September 6 is the scale fly-in and BAM family BBQ. I would urge all of you to attend both of these events to help close out a very busy season and to enjoy all of the field improvements that have happened this year.

Also, at the October meeting we have nominations for 2015 BAM officers so if you have a desire to occupy an office or you know of someone you would like to nominate, please keep that in mind with elections taking place in November.

I'll see you at the meeting Tuesday, August 26 and Jake's. Come early enough to eat with us and talk planes.

Andy

Welcome



NEW MEMBERS

Usually I include pictures for new members but I have not had a chance to get them for these folks so if you see someone new at the field or at our meetings, please make them feel welcome!

Meet new members Ken and daughter Sierra McKinster. Ken considers himself an intermediate pilot and has an interest in electrics, sport, scale/giant scale, gliders, park flyers and 3D aerobatic planes.....What's left?? He decided to join BAM through a family membership so his daughter can learn more about the hobby and receive proper flight training. Welcome to BAM Ken and Sierra!

Meet new member Tom Stee. Tom considers himself an advanced pilot with an interest in electrics, sport, scale and combat airplanes. He is also a current member of the La Pine R/C Flyers. Welcome to BAM Tom!

Meet new member David Moore. David considers himself an intermediate pilot with and interest in electrics, sport airplanes and gliders. He is also a current member of the La Pine R/C Flyers. Welcome to BAM David!

Many years of challenge for AMA

The past six years have been challenging for AMA in the role of representing aeromodeling to the FAA. Frequent changes in government philosophy, political reorganization, turnover in crucial employees, etc. are just some of the issues with which we have had to contend.

For those of you who are unaware, on June 23, 2014, the FAA issued its interpretation of the "Special Rule for Model Aircraft" enacted by Congress as part of the FAA Modernization and Reform Act of 2012.

On the surface, the FAA's interpretation means little. To those with an understanding of its meaning, it is ridiculous. I have no idea why the FAA has taken several aspects to the extreme. As I review the past several years of productive meetings with the FAA, I am at a loss to understand the complete reversal in its philosophy.

It appears that one or more people were communicating in an erroneous fashion. In January 2014, I signed a memorandum of understanding with James Williams, manager of the FAA Unmanned Aircraft Systems Integration Office. At that time, I was also told that AMA would be recognized as a community-based organization (CBO) within 20-30 days. As I write this, it is mid-July and we have no recognition; however, the recent Interpretive Rule alludes to the AMA as being a recognized CBO. Did I skip that page in the book? I don't think so!

In order to resolve the dilemma with the FAA, a meeting was held in Washington, D.C. on July 9, 2014. Attending the meeting were 13 FAA employees including Peggy Gilligan (Associate Administrator for Aviation Safety), James Williams, and two members of the department's legal staff. AMA staff members Dave Mathewson and Rich Hanson, AMA lobbyist Mitch Rose, and I represented AMA.

In my opinion, the meeting was positive but could not be conclusive because of legal constraints generated by the comment period of the Interpretive Rule. It was mentioned numerous times that the FAA had no intention of causing problems for AMA members.

Although I am obviously negative concerning the FAA edicts, I am also disenchanted with those who continue to demonstrate unsafe model activity. Why on earth would one jeopardize human life in close proximity

"... I am also disenchanted with those who continue to demonstrate unsafe model aviation activity."



to full-scale aircraft? Why does one think it is safe to fly over large crowds? Why are so many doing stupid things?

The answer is quite simple....these people are not AMA members. It is time that every AMA member attempts to educate the public, manufacturers, and retail merchants that safety is of prime importance! Don't be afraid to educate all involved that we expect people to fly with intelligence.

In doing so, we must also recognize that there will be some who will not conform. The solution to this is to inform the FAA and/or police of the unsafe activity. Laws to protect us from unsafe activity are already on the books: the proper authorities must enforce them.

District IV Vice President Bliss Teague has announced his resignation from the AMA Executive Council. I have been extremely fortunate to know Bliss and his wife, Shirley, for many years. Bliss is the perfect example of a Southern gentleman and the couple's hospitality is second to none.

Thank you for many years of leadership in District IV and on the AMA Executive Council. 🇺🇸

FROM THE PRESIDENT



by Waldemar Frank



Dear Members, Fellow RC Pilots, and Interested Readers:

So far we have had a very productive and active year. Between the weekend flying, park flying, pylon racing, and now the National Model Aviation Day Fun Fly, we have had a very busy schedule. On top of that, we have completed two major field improvement projects (the safety fence and concrete projects).

All of these achievements and success would have not been possible without you—our members. As a club officer, I am extremely pleased with the commitment that many of you routinely show and the time as well as effort you have put into our club. It makes a huge difference and we can all see the results and enjoy the benefits.

It is refreshing to be part of an active, vibrant club that lives up to its true purpose. Moreover, at currently 45 members, our club shows above average participation (30%-40%), including club meetings and events as well as projects, which is remarkable.

We also continue to increase our visibility in the community by participating in other public events such as the recent *Wings and Wheels* event at the Prineville airport and the upcoming *Innovation Day Bend* with a focus on aerial robotics. And our involvement does not go unnoticed as last year's TV shoot on Bend's local *myWindow* program and the more recent feature article in *The Bend Bulletin* illustrate.

You may recall my president's message in the January 2013 newsletter. I can only repeat my words and thank everybody for their ongoing support of our club. Likewise, a club's stability and level of participation is also linked to the commitment of the EC to foster a pleasant club culture and take care of club matters. I think that we have been successful in this area as well and I want to say thank you to our club officers for being a cohesive and dedicated team. A club without negative distractions is more effective and can achieve more with less. So keep up the great work everybody!



On a totally unrelated note, a friend of mine sent me a text message the other day, reminding me about how dangerous LiPo batteries can be. Apparently he was charging one of his LiPo batteries when it suddenly exploded into a big ball of smoke and fire. There was nothing wrong with the battery, it wasn't damaged or showing any signs of puffiness. Fortunately he was standing nearby and immediately removed the battery and threw it onto a rock bed. He sent me a picture of the aftermath. Remember, never leave LiPos unattended when charging and always place them on a surface that is fire resistant and away from combustible materials. Ideally, place the LiPo battery in a bag designed for charging LiPos or a metal container.

See you at the field!

Waldemar



National Model Aviation Day



On August 16, 2014, Bend Aero Modelers held their second annual National Model Aviation Day event to benefit the Wounded Warrior Project and the local Central Oregon Veterans Outreach. There had been a prior newspaper article that had mentioned the event and one the day after. The event was well attended and the safety measures that were put into place at Waldemar's direction worked really well in ensuring that the visitors to the field could see everything and still be safe. The members did a good job of keeping planes in the air all day so there was always something to watch and we covered all aspects of the hobby with the exception of turbine powered aircraft. The buddy-box flights for visitors were really popular as were the flight simulator and the "rides" that Greg McNutt gave with his FPV equipment equipped Fenwing Penguin. The food was good and plentiful and the weather was beautiful. All and all, a perfect day!



Left: The registration booth where pilots registered and raffle tickets were sold for prizes. Donation jars were there for the event theme.

Right: The kitchen being inspected by the county health department.



Our youngest pilot, RJ Gorman getting ready for a flight demonstration.



This editor's wife enjoying a "ride" with the help of FPV equipment.



Ryan Thomas on the left and James Fredricks on the right, helping young spectators get a flight on the flight simulator.



Right: Spectators heading to the runway to inspect the planes close-up.



The spectators had plenty of shade and a front row seat for all of the static display and flying action.

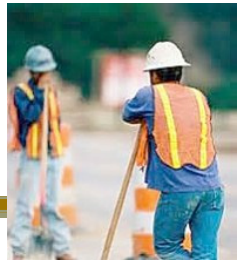


Left: Some of the action in the pits and on the flight line.



There were plenty of planes to see!

FIELD MAINTENANCE



Never idle, our club gathered some able bodied volunteers to start improving the pit areas at our field. On Aug 2 and 4, the area identified as most needy was prepped and graced with a 15 X 50 foot slab of concrete. The work was done by members with little or no knowledge of concrete work but the outcome looks very professional. During this same time period, rotting fence posts were replaced and in general other areas of disarray were tended to bringing the field up to a very nice presentation for the the upcoming National Model Aviation Day. Here are some pictures of the work and the people who helped.



Here's the able bodied crew that showed up on Aug 2 to do the concrete prep work.



Of course there were the usual rocks that had to be displaced.



The finished plot. These guys did an incredible amount of work in one day!



Watering had to be done so the concrete would not hit dry dirt and dry too fast.



Let the pouring begin! These guys worked like they knew they were doing. Wading around in concrete is not an easy thing to do!



After the concrete was spread, it had to be smoothed which is another labor intensive effort.



After the pouring was done, the concrete had to be smoothed, floated, grooved and textured. It was a fairly warm day so the concrete had to be wetted to prevent rapid drying. The edges had to be rounded and any imperfections tended to. This project really came out well and is a testament to the dedication of our members.

Here are the replacement fence posts. If you have ever tried to dig at our field you will appreciate the effort it took to get holes dug for these posts and get them cemented in. Another good job!!!!

2014 Prineville Wings & Wheels Event

By Greg McNutt

Once again, BAM had an opportunity to participate in the Prineville Wings and Wheels event at the Prineville airport on July 26th. After a successful event in 2013, we jumped at the opportunity to participate in the 2014 event. The weather was fantastic this year and the turnout was as good or better than last year. From beginning to



1943 North American Aviation AT-6D Trainer



The BAM Booth with Displays and Flight Simulator

end, folks stopped by our booth to take a look at some of our planes, talk about radio controlled flying and to try their hand at flying via our RealFlight simulator. Like last year, we projected the flight simulator on the "big screen" for all to see. Young and old alike gave it their best while friends and family would stand and watch crash after crash after crash. There was plenty of laughter all along the way as well. Everyone seemed to enjoy the experience as they took to the friendly virtual skies in all kinds of virtual aircraft. Many were reluctant at first to take the controls.

That reluctance soon turned into determination to stay in the air as long as possible. Many folks came back time after time to give it another go. One youngster came back at least eight times to give it "just one more" try. Smiles were plenty for sure.

We had a good turnout from our members as well. James Fredericks was there with some of his planes. Richard Carlson and Steve Younger also brought some planes and helped man the booth throughout the day. We even had an opportunity to do some flight demonstrations during the day. James did a great job with his YAK 54 foamie. The event announcer even announced his name as James hung that prop in the air. A lot of the folks stopped to watch James fly. He even got an applause after each flight. The announcer also mentioned our club a time or two throughout the day. The event coordinator and airport manager truly appreciated our



James Fredericks Demonstrating 3D Flying during the event



2014 Prineville Wings & Wheels Event

participation and asked us to be sure to come back next year. I assured him that we would make every effort to participate in 2015. I feel that everyone enjoyed our presence at the event. I know that I did and I am pretty sure that James, Richard and Steve did also. I will announce the dates for next years event, so that we can get more of our members to attend.



James Fredericks assisting a guest on the flight simulator



Steve Younger and James Fredericks with guest



James Fredericks and Richard Carlson talking "Planes" with a guest as a youngster flies on the simulator in the background

2014 Prineville Wings & Wheels Event



2014 Prineville Wings & Wheels Event



CLUB 40 RACING



Above: Turnout was less than hoped for as only 3 pilots raced in this session. Shown here are all the pilots, helpers and spectators, one being a reporter for the Bend Bulletin newspaper.



Left: Ron Grigsby was there and ready to race but was experiencing some difficulties with his plane. After a servo change-out, Burce Burgess test flew the plane for Ron and afterward Ron was flying and some severe flutter was noticed and the plane destroyed itself. More photos in the obituaries section..

AND THE RESULTS SO FAR.....

2014 Season - Score Tracker

Season Standings (after 3 races)	Points
Bruce Burgess	53
Waldemar Frank	41
Ron Wallace	28
Darrell Loveland	25
Joe Stone	17
Greg McNutt	15

Race 3 (July 26, FOD)

Pilot	Score	Efficiency	Heat 1	Heat 2	Heat 3	Heat 4	Heat 5	Heat 6
Bruce Burgess	23	96%	4	4	4	4	3	4
Waldemar Frank	18	75%	3	2	3	3	4	3
Ron Wallace	13	54%	2	3	2	2	2	2

A Foam Core Kadet Jr.

24 ... Maybe 25 ... Years in the Making

Jon Putnam



Photo Courtesy Waldemar Frank

To say I am a slow builder may be an understatement. In about 1989, I read an article on building airplanes out of foam core board and, as I had some of the material, I said to myself, "Why not scale down my Kadet trainer to the size of a Kadet Junior? I bet I can get this done in a couple of weeks." Well, 24, maybe 25 years later.... Exactness of these dates are lost in the fog of time, I finished my Kadet Jr. and all said it did not come out too bad. Maybe like wine, time ages and perfects RC airplanes as well.

Scaling Down the Kadet

The process of scaling down the full-size Kadet to Kadet Junior proportions was simple. I had a SIG catalog and looked up the wingspan of the Kadet Junior vs. the full size Kadet. I then did the proportion calculation. Usually I would do this on the wing chord and wing span. As this was 24 years ago I can't tell you exactly what that magic number was but by checking the Putnam Master Data Vaults, I found my very aged brown tracing paper drawings. The number "88" is scrawled in one corner of a drawing so I assume the Junior is about 88% the size of the actual Kadet. I then used proportional dividers to scale the plane down to the smaller size. The airfoil was scaled down on a Xerox copier. SIG listed the bent aluminum landing gear

mains as well as the pre-bend front wire landing gear and engine mounts so I bought those from SIG at that time.

Fuselage Construction

Well, some things on this plane did go together in week or two. The fuselage sides were chopped out of nominally (I suspect it's actually metric in size) $3/16"$ foam board. The top edge of each side has a $3/16"$ x $1/8"$ balsa cap strip and the bottom edge has a $3/16"$ square cap strip. These allow the corners of the fuselage to be rounded as well as adding strength. The bottom of the fuselage is $3/16"$ foam board. The top is $1/8"$ balsa sheet. From the plywood main landing gear mount forward the inside walls of the fuselage are $3/32"$ balsa the grain running vertically. This basically creates a box that runs from the landing gear forward to the firewall providing most of the structural needs of the airplane and also a sturdy location to mount servos and other items.



In this top view of the inside of the fuselage you can clearly see the balsa sheeting on the inner wall of the foam board fuel proofed with epoxy resin. The servo tray is lite ply with the switch mounted at its forward edge. The two main formers at either end of the electronics are cut out of $3/16"$ Luan plywood door skin scraps.

Wing Construction

The wing is made up of foam core ribs with $3/32"$ balsa cap strips top and bottom. I seem to remember gang cutting all of them on a band saw and then drilling air holes in them on a drill press.

The spars are cedar fencing I had from a yard project. It had been dried for a couple of years and was of very straight grain. It has more than adequate strength for this plane. Poplar and Hemlock are also other good choices. The original Pietenpol Camper was built out of Hemlock. The cedar was first cut it down to size on my table saw and then I finished sizing it with a sanding disc mounted on the table saw.



In the image above you can see the foam core ribs in place with the cedar spars. Air holes are also visible. After I had the wing almost covered I decided to sheet the leading edge of the wing to make a true D-box spar out of it. This was painful to say the least and I wish I had done it before I covered any of the wing. Doing it part way through made sanding the sheeting where it met the main spar a very dicey situation.



Here is the front sheeting in place on the wing. Lots of pins were used to hold it in place.

Tail Feathers

The fin and stabilizer are made out of foam core with balsa edges. The rudder and elevators as well as the

ailerons are balsa, literally saved from the scrap heap. In my former club the farmer who owned the property had a big fire pit he would burn leaves and trash in and as people would cream their airplanes they would yank the engine, electronics and battery and toss the wrecked planes on the pile. I would scavenge the pile and grab all the control surfaces as to me the balsa was still good balsa. After cutting out the old hinges and a little repair work, voila, I had a nice pile of aileron, elevator and rudder stock.

Details

Here are a few of the many details of I encountered when setting up the plane.

The original model had rubber band mounts for the wing. I replaced those with nylon bolts at the TE and $\frac{1}{4}$ " hardwood dowel at the LE.



The plane was trammed to check the setting of the elevator by measuring from a pin on the center line of the fuselage back to each corner of the stab. You can see this "tramelling" in the photo above.



I also checked the levelness of the wing mounts. In this photo you can also see the switch with its plywood reinforcing plate and the charge jack for the battery.



When mounting the fin there is a spine you cannot see in the photo above that fits into a carefully made slot in the balsa decking. This makes for an accurate alignment of the fin on the fuselage. I then added the 3/32" support you can see in the photo to strengthen this crucial joint. Needless to say I check the squareness of the fin with the elevator.



The motor is a Thunder Tiger .25 fed by a 6 ounce Dubro RST tank. You can clearly see the motor and plumbing set up in the photo above.

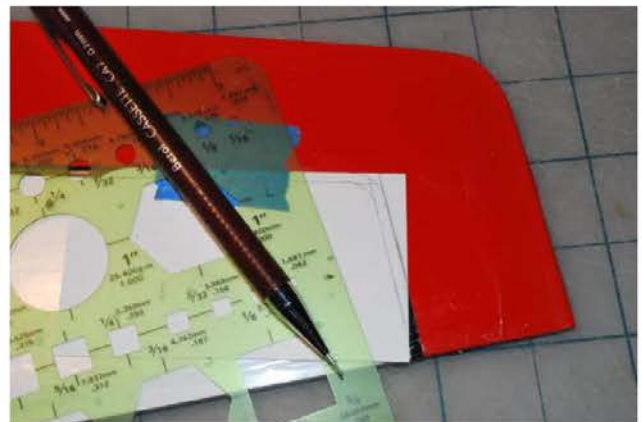


The front landing gear was an area I worked at to make sure it was correct. A little patience here can correct a lot of ground handling issues. I really like these Ace Hardware socket tools shown in the photo. They are cheap, strong, easy to hold on to compared to another socket tool I have from Dubro. I was very careful about making sure the nose gear was straight, ran true and rolled easily. Ditto on the main wheel gear.

Covering

Due to the fact that most of the plane is built up out of foam core I wanted to use a low temp covering material so I chose Econokote. It also fit into my "Cheaper is Better" theme you can probably sense in the rest of this article. Covering with this material is a learned skill and requires a deft touch with a heat gun. I know because I burned at least one hole in part of the wing necessitating recovering a large section of it. One trick of using any low temp covering material is to cover sections of it you don't want to heat up with some sort of thin flexible cardboard. This is especially true on lap joints in the covering material. If you heat that stuff up it will often loosen up on you causing you to recover some portion of the model.

The red and white scheme was created by carefully cutting out templates for all the color sections. White was laid on first with the red overlapping it. Black trim tape finished off this scheme. This brings us to the hardest part of the entire project, the rounded corners of the black trim.



As you can see, in the above photo, I did the corners last. First, I laid down the tape for the two straight

sections coming into the corner, then using an old business card marked those in pencil as you can see above. The curve was put in with a drafting template. I then cut out this small piece of card stock resulting in the template you see below.



I then laid the template on some Monokote trim film and cut out the curve with a very sharp new Xacto blade. All trim was sealed with Monokote Seam Sealer.



Voila! Here is a finished top of the stab with the trim in place.



Covering the center portion of the wing with the Kadet raised hump was enough to make you wish Claude McCullough had never designed this plane. One of the really good qualities of Econokote came to my rescue though.... It stretches with heat very nicely. So I stretch covered the hump and then applied it to the covered wing center section



Here is the finished Kadet Junior ready to be test flown.



Let's see... if I start another one of these next week I will be 92 when I get it done 24.... Maybe 25 years from now.

OBITUARIES

Rest In Pieces



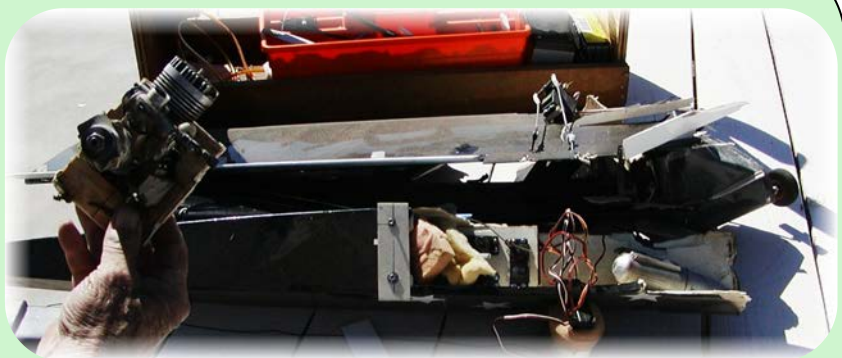
Greg McNutt was awarded the coveted crash trophy for the *second time* at our July meeting.

He crashed his Revolver while camping.

He tried to land his Parkzone T28 under his car.

He crashed his Club 40 pylon racer at the races in LaPine.

It might interest you to know that Greg is our latest designated club instructor.....



Ron Grigsby suffered the loss of his racer just prior to the races at Redmond.
He is obviously a contender for this month's crash trophy nominations.

Also included for contention for this month's crash trophy but not pictured are: Richard Carlson and Steve Younger and Tom Rainwater (hope I'm not forgetting anyone). These worthy guys had incidents at our National Model Aviation Day.

Visitors from the other side of the mountains Eric and Gene Suing flew in our event. Gene crashed a Radian glider he had just bought the night before. Eric tried to demolish a nice looking Waco bi-plane but it survived despite his attempts. Maybe we should give them an honorary trophy...?

Bend Aero Modelers - 2014 Event Calendar

Last Update: 5/13/2014

 Club Meeting	 Pylon Race Workshop Contest Pylon Race	 BAM Renewal Deadline	 Pine Nursery Park Fun-Fly	 Competition Fun-Fly
 National Holiday	 BAM Christmas Party	 Family BBQ & Scale Fun-Fly	 Annual National Model Aviation Day & Firecracker Fun-Fly	

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

January 1st - New Year's Day

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

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

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

April 20th - Easter Day

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

May 11th - Mother's Day / May 26th - Memorial Day
May 17th - Pylon Race at Popp's Field/BAM

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

June 15th - Father's Day
June 21st - Pylon Race at Dorrance Meadow/La Pine

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

July 4th - Independence Day
July 26th - Pylon Race at FOD/Redmond

August							
Week	Sun	Mon	Tue	Wed	Thu	Fri	Sat
31	27	28	29	30	31	1	2
32	3	4	5	6	7	8	9
33	10	11	12	13	14	15	16
34	17	18	19	20	21	22	23
35/36	24/31	25	26	27	28	29	30

August 30th - Pylon Race at Popp's Field/BAM
NOTE: Due to a scheduling conflict with Jake's Diner the August meeting is on a TUESDAY.

September							
Week	Sun	Mon	Tue	Wed	Thu	Fri	Sat
36	31	1	2	3	4	5	6
37	7	8	9	10	11	12	13
38	14	15	16	17	18	19	20
39	21	22	23	24	25	26	27
40	28	29	30	1	2	3	4

September 1st - Labor Day

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

November							
Week	Sun	Mon	Tue	Wed	Thu	Fri	Sat
44	26	27	28	29	30	31	1
45	2	3	4	5	6	7	8
46	9	10	11	12	13	14	15
47	16	17	18	19	20	21	22
48/49	23/30	24	25	26	27	28	29

November 27th - Thanksgiving Day
NOTE: Due to Thanksgiving and a scheduling conflict with Jake's Diner the November meeting is a week earlier and on a TUESDAY.

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

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 | AMA Charter 2311

CLUB-40 Pylon Racing Schedule

2014 Season

General Overview

Racing Dates (weather permitting)

- Race Workshop 12-April-2014 (Popp's Field)
- Contest race 17-May-2014 (Popp's Field)
- Contest race 28-Jun-2014 (Dorrance Meadow)
- Contest race 26-Jul-2014 (Field of Dreams)
- Contest race 30-Aug-2014 (Popp's Field)

Locations (see next page for directions)

- Popp's Field at Horse Ridge (Bend Aero Modelers)
- Dorrance Meadow (La Pine R/C Flyers)
- Field of Dreams (Field of Dreams Redmond R/C Club)

NOTE: Contest races are hosted by the above clubs.

Registration Fee (per pilot)

- \$10 (contest races only)

Fuel/Supplies

- Bring your own fuel (max. 15% nitro) and food

Course and Race Configuration

- 2-pylon course (400 feet apart)
- 4-pilot heats (3-pilot heats optional)
- Ground start (flying start optional / based on wind)

Participation Requirements/References

- Active AMA membership

Safety & Rules

- Hard hats are required within safety zones during racing (refer to BAM racing manual)
- AMA safety code applies
- RCPro Club 40 racing rules (www.rcpro.org)



Racing Day Schedule

Time	Activity
9:00 a.m. – 10:00 a.m.	<ul style="list-style-type: none"> • Course setup • Pilot registration • Technical inspection • Role assignment (of volunteers)
9:15 a.m. – 10:00 a.m.	• Test flying (optional)
10:00 a.m. – 10:05 a.m.	• Racing matrix setup
10:05 a.m. – 10:15 a.m.	• Pre-race orientation & safety briefing
10:20 a.m.	• Start of first heat
NOTE: Heats will be conducted in 5-minute intervals (includes lineup, start, and landing).	
11:30 a.m. – 12:00 p.m.	• Break
12:05 p.m. – last heat	• Continuation of heats
Shortly after last heat	<ul style="list-style-type: none"> • Final scoring • Winner announcements



BAM's Pylon Racing Committee Members

Contact	Email/Phone
Bruce Burgess	ke6gkc@ykw.net
Rick Burgess	rickb@bendbroadband.com
Waldemar Frank	info@bamrc.com +1-541-330-5508



Bend Aero Modelers



Bend, Oregon | AMA District XI | AMA Charter 2311

CLUB-40 Pylon Racing Schedule

2014 Season

Directions to Popp's Field

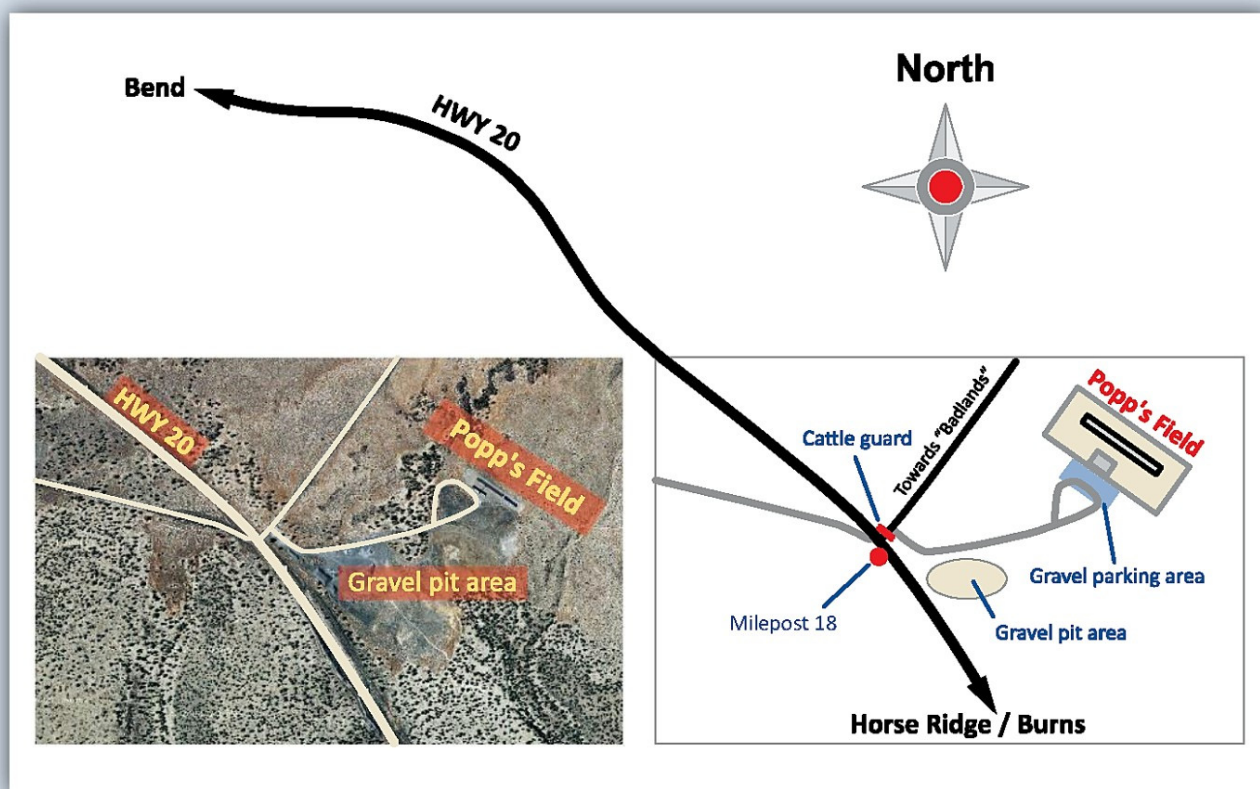
Popp's Field is located approximately 18 miles east of Bend, OR, just off State Highway 20:

1. Follow Highway 20 east towards Horse Ridge (look for signs towards *Burns*).
2. Shortly before reaching milepost 18, you will see a paved road towards the *Badlands* and a gravel pit area on the left of Highway 20.
3. Make a left turn and cross the cattle guard.
4. Immediately after you cross the cattle guard, make a right turn and follow the dirt road that passes by the gravel pit area. Don't follow the paved road towards the *Badlands*.
5. After a few hundred yards, you will see a gravel parking area and Popp's Field.

Directions to Field of Dreams

For directions, please refer to the below link:

<http://fieldofdreamsrc.com/>



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.