

# Bend Aero Modelers



## FLIGHT REPORT

JULY 2014

# Outstanding Member Award

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At the June meeting BAM president, Waldemar Frank, presented the quarterly outstanding member award to Tom Schramm for his tireless efforts for the design, planning, materials research, and construction completion of our new safety fence. Tom is no stranger to volunteering his time and efforts to BAM but this time he really outdid himself and we all thank you Tom. This never would have happened in such an orderly fashion without your guidance. The new safety fence is a work of art! THANKS TOM !!!!!



## Next Meeting

July 23, 2014  
6:30 pm at Jake's Diner

Food available  
come early to visit and eat.



# FROM THE EDITOR



by Andy Niedzwiecke

Gosh, how did it get to be July already? Before you know it we will be putting ski's on our planes and flying off the snow. We've already had two Club 40 races, some members have been camping at the local dry lake beds, other clubs have been enjoying the pleasures of float flying and the weather has been perfect for flying albeit a bit hot from time to time.

As you are all probably aware, our new safety fence project has been completed and it is beautiful. It makes flying easier because we do not have to bunch pilots up behind two pilot stations anymore. Thanks to a grant from the AMA and donations from members, our work to improve the pit areas with concrete will commence in the first part of August. If you have some time you can spare, volunteers are always needed at these work parties so no one person has to work him or herself to death. Waldemar will be sending out bulletins on the timing of this project and the need as pertains to personnel and equipment.

Our next Club 40 race is on July 26 at the Field Of Dreams in Redmond. If you have never attended or helped at one of these races, you should make an effort to be there as it is a lot of fun! Help is always needed. If you have a racer and have never competed, now's the time to spread your wings.

Finally, our Model Aviation Day event is fast approaching. The date is August 16 at Popp's Field and we encourage you to set that date aside so you will be able to attend and maybe help a bit. The flyer for this event is included in this newsletter so please make a copy of it and pass it around to whomever you think might be interested in seeing some flying action. This is also a time to contribute to the veterans of this country who do so much for us and ask so little. We will have a donation opportunity for you at this event.

*Andy*



# FROM THE PRESIDENT



by Waldemar Frank



Dear Members, Fellow RC Pilots, and Interested Readers:

National Model Aviation Day (NMAD) is approaching quickly (August 16). This is AMA's and our second involvement in this national celebration of our hobby. Last year 176 clubs registered to support the event, generating donations of \$76,000 to help the Wounded Warrior Project (WWP)—the charity chosen by AMA to highlight our community's support of a good cause.

This year, the numbers indicate a drop in participation. According to my recent count “only” 131 clubs registered for the event. If I am not mistaken, we (BAM) are the only club in Oregon that registered again. Washington State also shows only one (Seattle) participating club. Montana and Idaho show two clubs each. All in all, District XI was able to muster a sobering six (6!) clubs this year. In fact, the majority of the 131 registered clubs appear to be from the Midwest and East Coast. It is difficult to determine the exact reasons for the drop in participation, but two root causes come to mind based on public information and feedback from our own members as well as other clubs:

- (1) There has been some frustration with the chosen charity (WWP again), which has been criticized by some folks for its expensive overhead and disproportionately high percentage of donations used for expenses that are not directly supporting the main cause of the charity—the injured, wounded veterans.
- (2) Likewise, the effort involved and prioritization the average AMA club has to make to support an event that competes for a club's resources and events can be challenging or not feasible at all.

Some feedback I heard was that this event represents great PR for AMA, but results in a small return on investment for the club itself given that the fundraising is for a national charity that has minimal impact on the local community (in many cases). Several members mentioned that supporting a local charity chosen by the club would be more meaningful and provide a greater opportunity to make a real difference at the regional level while also supporting AMA's (and the club's) mission to be involved in the community. Furthermore, many clubs have already events that support a charitable cause or other existing (successful) events.

There are other reasons of course to support such a national event. As I had previously mentioned, AMA provides many benefits to members and clubs alike. We have experienced these benefits and support first hand. One could easily argue that this is our opportunity to give back to AMA and at the same time celebrate a mutual mission at the national level. However, I can also understand the frustration of being asked to support a charity that some clubs may not find ideal. Perhaps some clubs would be fine with the celebration of NMAD if AMA left the fundraising decision to the clubs.

But we clubs should also take such an event with a sense of perspective: It is only the second year that this day and type of event is being celebrated nationwide—and as we all know from our own (local) events, it takes time to refine a new event and get better at it every year before it can establish itself as a routine activity for the club. I am sure that AMA is going to listen to the different feedback and experiences shared by clubs. Much of its success is also linked to a club's capabilities, including size and ability to draw participation from its community (the urban advantage vs. the rural limitation).

In summary, let's do our best this year and learn from it, and share our experience with AMA to help them refine this event so it can become a truly national celebration. Speak to your club officers, Associate Vice Presidents and District VP. I am sure that AMA would appreciate constructive feedback and suggestions to help both local clubs and AMA embrace a unique opportunity to promote our hobby. Keep up the positive attitude (and altitude)!

Waldemar

# 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

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

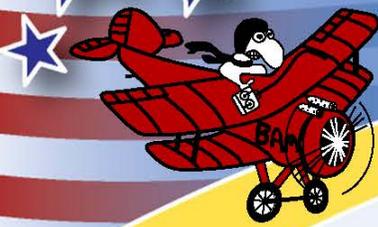
For more details and directions,  
please visit us at:

[www.bamrc.com](http://www.bamrc.com)

**Popp's Field at Horse Ridge**

**East of Bend, Off Hwy. 20**

**Near "The Badlands" / Milemarker 18**



**Win Raffle  
Prizes!**



# COMMUNITY OUTREACH - A DAY WITH THE KIDS AND BEND PARKS AND RECREATION



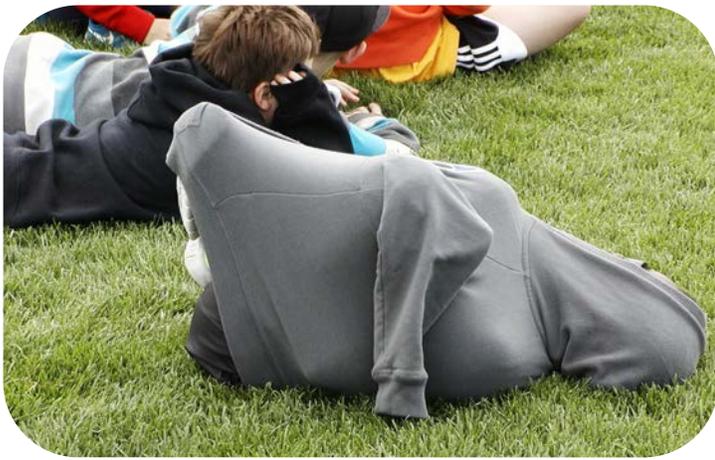
For the second year in a row, Bend Aeromodelers were joined by a group of young people brought out to the Pine Nursery Park by the Bend Parks and Recreation District to enjoy some instruction and flying! Despite the poor weather, (wind and rain), all who attended seemed to enjoy the event.



Above we see BAM president giving a talk about model airplane flying. He discussed the safety rules involved in flying. He showed the controls and explained the function of each control and how the radio is used to control the airplane. He then opened the discussion to questions and there were plenty of questions from the youngsters and from their counselors. Then came the flying demonstrations.



Here we have both Waldemar Frank and Ryan Thomas showing their skills in less than great conditions... (wind and rain). Ryan was flying a Stryker and Waldemar was flying a Parkzone T28, both distinctly different kinds of planes but both very interesting for the casual observer. They did a great job and the audience loved it.



**Above:** Not all that attended took the weather as well as others. ....or maybe they were bored. ....but it's nice to wear a tent and be prepared in Central Oregon.

**Right:** Always Johnny on the spot with his camera, here's Greg McNutt taking a picture of me taking a picture of him taking a picture of me. What can I say!! You gotta have some fun doing this. ....RIGHT ?



Waldemar watching James Fredricks fly his flying wing and trying to clock the speed. I think the final reading was close to 97mph and of course the kids loved the speed and sound this bird makes.



Here's member Ryan Thomas doing a fine job of flying his Stryker for the kids. He flew 2 or 3 times and we all enjoyed the flights.

# MEMBER SPOTLIGHT



by Andy Niedzwiecke



Ryan showing off the Evolution gas engines he will have in stock.

Meet Ryan Thomas one of our newest members. Ryan hails from San Diego, Ca. and Texas. He settled into Central Oregon about two years ago. Being a successful businessman in his prior locales, he said he is too young to retire and is anxious to try something different and rewarding. He has been flying for about 24 years. The RC model hobby really appealed to him so he bought D's Hobbies. He is anxious to make changes and make this a hobby store that people in the area want to come to for products and good old customer service.

He has already started to pack in inventory and says "just watch how much more there is to come, including electric motors and esc's". He stated

that he wants this to be a store where you can walk in and see something you want and then have all the associated products that you need on hand so you can go home and start working on your project without having to wait on needed accessories.

Ryan is not only a store owner but a BAM member. He has already helped with the safety fence project and the Bend Parks and Rec kids day at the Pine Nursery. Ryan has flown at both the Thursday night Pine Nursery gathering and at our field. He is thinking about seminars at the store this winter... like we did when Bruce Burgess gave a covering clinic about a year ago. Ryan says to stop by the store and see the changes that are being made.



Ryan helping John Thomas from LaPine with information on a purchase.



Ryan and daughter Canessa talking gas engines with a customer.



Check out the inventory !!!!!!!



# Float Flying at Wickiup Reservoir

June 18, 2014 By Greg McNutt



I was recently invited to join a group of La Pine RC Flyer pilots to enjoy a fun day of float flying at Wickup Reservoir on June 18th. Bob Ingram called me and even picked me up in his mobile hangar (aka, Ford Pickup). I had never been float flying before, much less even seeing an RC plane take



**Paul Lamb preparing to maiden his Cub**

off or land on water. Since I didn't have a float plane "YET", I grabbed my camera and enjoyed the morning photographing the other "amphibious" pilots as they negotiated the calm waters at Wickiup. It was a sunny and calm morning. The water was glass smooth and we had quite a turnout. As it turns out, this group gets together every Wednesday during the summer season to enjoy the lakeside flying. The flying usually begins around 9:30 AM and concludes a little after noon on Wednesdays. Any and all pilots are welcomed to attend. All you need is a plane with floats, a comfortable chair and something to eat and drink. Bob Ingram let me fly his Sealane float plane. It took off and landed very nicely. I am now thinking about getting some floats for my Hobbistar 60. Among those that joined in the fun, were Bernie Braider, Dick Lydick, Rodney Keller, Robert Keller, Tom Ellis, Don Sayer, Bob Ingram and myself. Some of the spouses and kids also attended. We had electric planes and glow fuel planes. Some were foamies while others were stick built. I was amazed at how well they flew of and on the water.

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Any and all pilots are welcomed to attend. All you need is a plane with floats,



**Bob Ingram with his Sealane Float Plane**



If you have any interest in experiencing a fun float flying morning, get in touch with Bob Ingram and he will give you driving directions and may even volunteer to pick you up. If you don't have a float flyer, come on out for the viewing experience. I have a feeling you will find yourself looking for floats online or at one of our local Hobby stores after watching the action at Wicki-up.

**Rodney Keller & his son enjoy the flying and the water**



**The bearded ones gathered around Paul Lamb to discuss the results of his Cub's maiden flight**



Wickup's beautiful shore line and calm water



Dick Lydick and his foamie float planes



# SHOW & TELL



June Meeting



Jon Putnam showed off his copy of a SIG Kadet design built from scratch. The construction material consists of foam board, cedar and balsa and it is covered in Econokote, which is a low-temp covering. The plane is powered by a Thunder Tiger 25 engine. This plane is really a nice job done by Jon. He attempted to maiden it on Saturday, July 12 but due to some technical difficulties did not get to do so. I'm sure we'll hear about it in the near future.

Andy Niedzwiecke brought in his latest "foamie". It is a Hobby People A6M Zero. The nice thing about this plane is it comes receiver ready and includes retractable landing gear. You just can't beat the price at \$99 !! It took all of about 1 hour to assemble and it looks great. It was maiden by Darrell Loveland at the BAM field on Sunday, July 5 and it did very well. It flew like a rocket at half-throttle. The only problem incurred was at take-off when it immediately lost a wheel but Darrell masterfully was able to belly land it with no damage.



Bruce Burgess presented his beautifully built, Bruce Tharpe designed Venture 60. This is a beautiful kit and Bruce really did it justice with his building skills. It is powered by an Evolution 15cc gas engine. Bruce did a remarkable job with the covering and even played a game with the members: Who could find the two flaws present in the covering job? It took a while and some coaching by Bruce and Rick but they were identified. **Nice Plane Bruce!**

# CLUB 40 RACING



The intrepid pilots for the second Club 40 race at La Pine. Going where fear keeps others away. They provide thrills and excitement for those who dare to watch!

I don't crash my airplanes often.

But when I do it's never my fault.



## And then there's Greg McNutt



## AND THE RESULTS SO FAR.....

Race 2 (June 28, La Pine)

Pilot	Score	Efficiency	Heat 1	Heat 2	Heat 3	Heat 4	Heat 5	Heat 6
Bruce Burgess	18	90%	4	4	4	4	crash	2
Joe Stone	17	85%	3	3	4	crash	4	3
Waldemar Frank	16	80%	engine	4	DQ	4	4	4
Ron Wallace	15	75%	3	3	DQ	3	2	4
Darrell Loveland	14	70%	4	2	3	2	3	crash
Greg McNutt	8	40%	DQ	2	3	3	crash	-

2014 Season Standings (after 2 races)

Pilot	Points
Bruce Burgess	30
Darrell Loveland	25
Waldemar Frank	23
Joe Stone	17
Ron Wallace	15
Greg McNutt	15

## EZ Cruiser

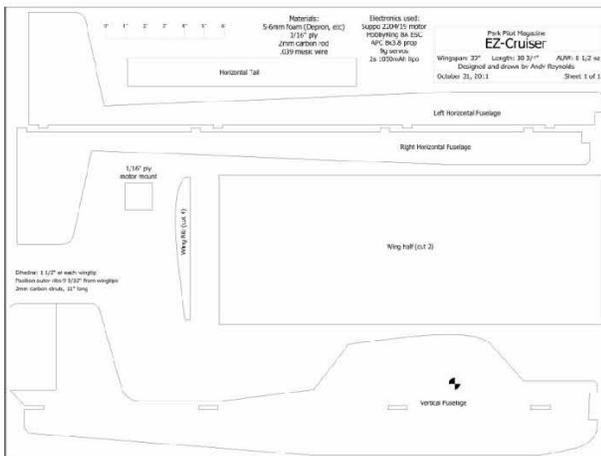
### A Relaxing Park Flyer from Blue Foam

Jon Putnam



EZ Cruiser is a simple to build park flyer that was published by Andy Reynolds in Park Pilot Magazine. Free plan downloads are available at <http://www.theparkpilot.org/cruiser>. It is a 39-inch span, 8-1/2-ounce model intended for relaxing outdoor flying under low wind conditions. You can also download free plans for Mini-Cruiser, a 26 inch span 3mm Depron foam model which Andy built at 3.4 ounces. This is targeted at both indoor and outdoor flying.

**The Plans** for EZ-Cruiser are fairly simple. I printed them out on the backsides of 8-1/2" x 11" sheets of used typing paper and then assembled them into a final plan using a light box and scotch tape. You could save the plans as a non-tiled PDF and take it to a commercial printer.



Building Materials can be 5 or 6 MM Depron or Blue Foam. I had the blue foam which someone in Portland gave me and decided to use it. For those of you not familiar with this material it is known as DOW 1/4" Protector Board and comes in an accordion folded package from among other places Lowe's....maybe. I say "maybe" because my friend claimed he got some at Lowe's but I have tried numerous Lowe's and none seem to carry it. In the model trade it is known as fan-fold foam or blue-cor foam and comes in a 2' x 4' (each panel) x 10' long fan folded book and costs about \$35 which is dirt cheap for that much fairly high quality outdoor foam. There are about a million model designs online including trainers, scale and jets made out of this material. If you find some let me know.

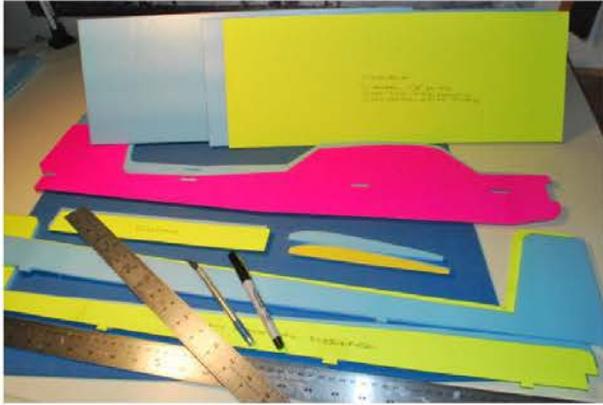
**The Adhesives** I used were Eileen's Tacky Glue (foam safe) which is available at Michaels and for some small items like attaching the firewall, control horns and the ribs I used foam safe CA. For the dihedral joint I used epoxy reinforced with a 1" wide strip of nylon. I like the Eileen's Tacky glue and have used it on several foam planes because it is cheap, comes in a large quantity, I don't get any allergic reaction from it, it keeps well over time and most importantly, its flexible... or semi-flexible. I personally find CA heavy, unforgiving, I get ill from the non-foam-safe variety, and it does not give much which can be a real asset on a hard landing. That said, I tried Eileen's on the dihedral joint and it gave too much so I went to the very rigid epoxy and nylon combo.

**Ez Cruiser Electronics** include a Suppo 2204/14 motor (Andy claims EZ Cruiser was designed for a Suppo 22014/19 but a visit to the Suppo site will convince you they do not make a 19 only a 22014/14 so I assume Andy had either some kind of motor that was out of production or had a typo) which I already had, and 8Amp ESC, an APC 8 x 3.8 prop, two 9 gram servos and a 2s 800-1050 mAh Lipo battery. Most of this I had and I am planning on initially flying it with 5 gram servos while I wait for the 9 gram servos to arrive. It also requires some 2 MM carbon rod which I am planning on substituting 1/8" dowel for until I score some carbon. Necessity is the Mother of modeling?

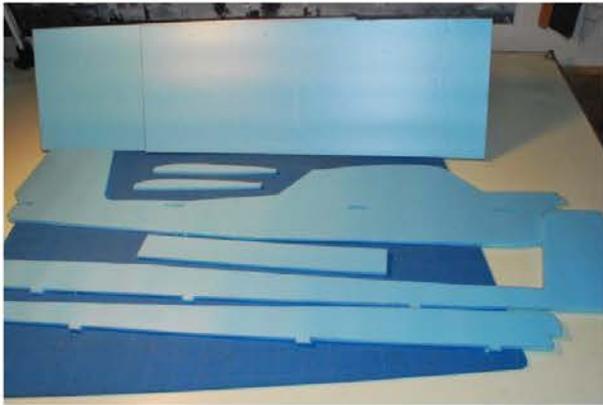
**The Construction of EZ Cruiser** begins with making some patterns out of 99 Cent Store tag board. I had a bunch of highly colorful scraps as you can see in this photo. I transferred the pattern from Andy's full-size plans to the cardboard using graphite paper and then cut out the pieces. Some people just cut out the paper and then use it for the pattern. That does work but I

like the interim step as that lets me adjust the size of the fuselage notches and check other fit on items before cutting the foam.

Here are the patterns and parts for EZ Cruiser cut out. Lots of color in this photo?



Here are the EZ Cruiser parts by themselves.



Here is the back side of some of the cut out parts.



One downside of the blue foam is that it has printing on one side. I used some paint thinner and a paper towel and with some very light rubbing removed it which produces a much cleaner looking design.

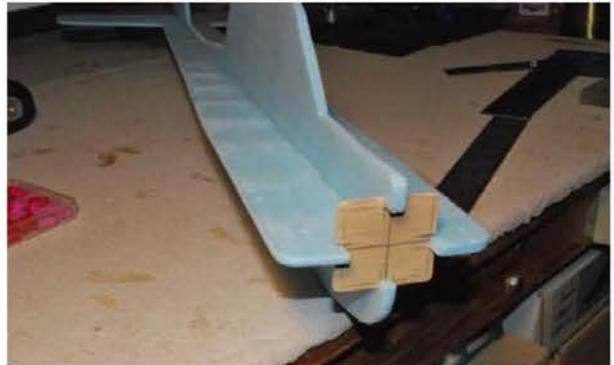
The next step is to assemble the fuselage which is done by taking the main vertical profile fuselage and then assembling one side onto it and then the other side.



As you can see I used some push pins to hold the foam flat and then glued the right hand horizontal portion of the fuselage on checking it or being vertical.



After one side had dried glue on the other side checking to make sure the fuselage stays straight.



**The Firewall** according to the plans is supposed to be built out of 1/16" ply but I built mine out of 1/8 lite ply. Andy's version was just a square but I added notches in the firewall to lock it into the tabs on the fuselage.

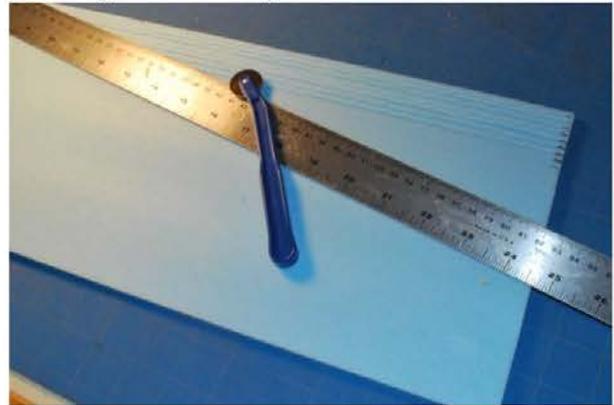


I also added some 1/8" x 1/16" hardwood strips to give me some clearance for wiring behind the Outrunner. One thing the original design did not have as any kind of bracing for the firewall so out of some blue foam packaging from Costco that salmon came in I cut out pieces of which I then glued together as a sandwich and carefully sanded to brace the firewall. In these two photos you can see the patterns and the rough cut pieces and then final sanded braces.

**Tail Feathers** were assembled using Blenderm surgical tape .... Again a gift from a foam flying friend. I used to use non-glossy Scotch tape and it will work fine. I ran a piece across the top of each surface and then covered the v underneath. The v is a 45 degree angle and is only cut on one side. The control horns are home made out of 1/32" plywood with a 1/64" ply notched base to increase the glue area. The horn was designed so that 1/4 inch of it fits into a slot in the foam and then the 1/64" notch plate lays flat on the foam.



**The Wing** is the hardest part of EZ Cruiser.



I chopped the pieces out of the foam and then marked on them the location for the one extra rib on each wing half. I also marked out lines in the leading edge which I then rolled over using a dressmaker's wheel and a steel straight edge. This produces small indents and allows you to form the curve in the leading edge of the wing.



Before joining the halves together I propped up each half 1-1/2" on the tip on my dihedral board and sanded in the center dihedral angle as you can see in the image above.



Blue foam will bend with heat as you can see in this test I did with some scrap over the dowel I planned to use for forming the leading edge.. I suggest if you try this plane you do a test like this to get the hang of the heat gun on it.



Damn. Like a dope I laid the warm heat gun down on the trailing edge of the wing and promptly melted a hole in the wing. Not to worry as I was able to quickly repair this pre-flight hanger rash.



Each wing half was formed over a 1-1/4" dowel. I attached it to the dowel using clear packing tape and then gently rolled the dowel while heating the leading edge. This is the one operation where a helper would have really been a big plus. Wearing light gloves during this is also a big plus as you are basically heating your hand at the same time. I have some very light cotton

ones I use for covering which did the trick.



Wing halves were then joined together using epoxy and 1" wide nylon reinforcement.

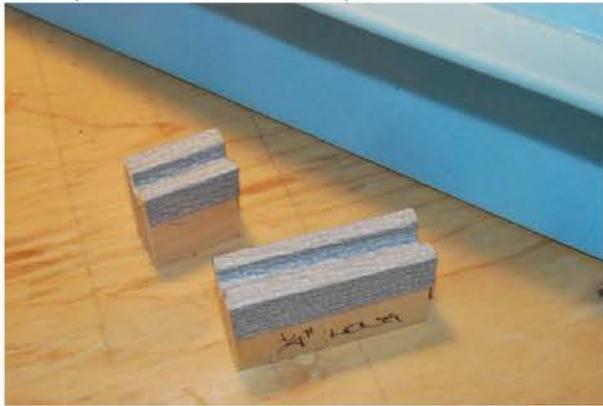


Wing ribs were added on the center section and about half way out the wing panel as specified in the plan.



**Finishing** began with surface preparation. All surfaces were carefully sanded and rounded using jigs built from 3/4" pine and 120 grit paper. I check all seams and filled

all the pin holes with some Tacky Glue.



Tail feathers and wing tips got the same treatment.



**Painting** was a new area for me as I had never worked with blue foam before. Acrylic paints will work on it but I've used acrylics in an air brush and I wanted something more quick and dirty so I chose to use flourescent orange (for tired ageing eyes) Krylon short Cuts in a \$2.98 spray can. This is one of the few spray paints that does not attack foam so if you use other products test it first.



**Control Rods** were made from 1/8" wood dowel (the plans specify carbon but I don't have what they specify) with wire ends CA'd to the dowel in a slot and the whole thing covered with shrink wrap tubing.

Here is the front of the Ez-Cruiser masked off with blue tape. The areas I wanted to protect were wrapped with newspaper and then taped. And here is the front end of the plane with motor and ESC mounted.



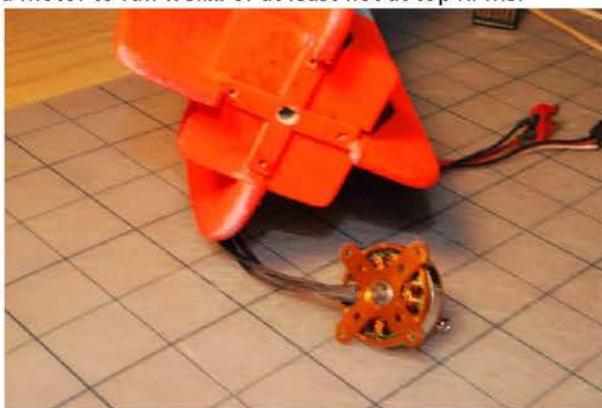
**Servos** were 5 Gram models mounted on 1/8" lite ply plates with screws. If weight is a big issue which it's not in this case, I would hot glue the servos in place. The issue with that is it really makes a mess of all the wiring.



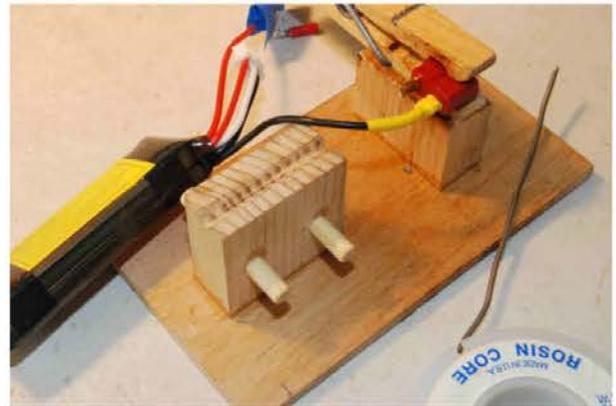
Here is the servo and mounting plates. Below it is the assembled mechanism and control rod held. Mini EZ Connectors were used on the servo arm ends.



**The Motor** required drilling out a 3/16" hole behind the Outrunner shaft as the shaft protrudes behind the motor a little bit. Not doing this is a sure way to not get a motor to run well... or at least not at top RPMs.



**Electronics** were the last thing to do. Had I to do it over again, I would move the servos forward helping with balance a bit and also with wire length.



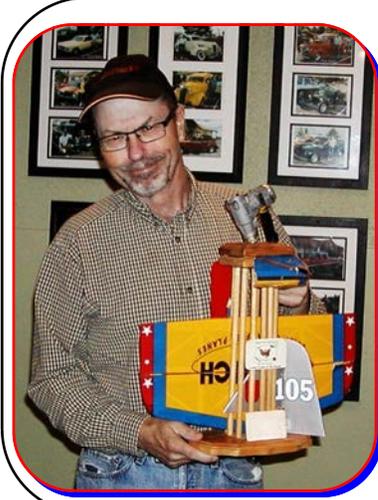
Final assembly was gluing the wing in place and using 1/8 dowels (not carbon) as the wing struts. Here you can see the final plane



plane.

# OBITUARIES

## Rest In Pieces



First, I must pay homage to Rick Burgess who was voted most deserving of the crash trophy for the month. Not only is Rick one of the most talented pilots in our club but an instructor as well. Well, he was maitening his friend, Bob Macke's beautiful Top Flite AT6 at the Redmond field when he got confused about which control to use and he decided on the wrong one! Congrats, Rick



Now in a non-race related scenario, Greg McNutt likes to go fly on dry lake beds. He says that wind does not make a difference and that you can take off and land in any direction and there's far less risk for accidents during take offs and landings. Well, on his recent trip to Beasley Lake, his Revolver met with an untimely death....now let's see....too much crosswind, lake's too narrow, sun in his eyes.....WHAT?????



Now here's two good sports. Seems like they both tried to occupy the same airspace at the same time. Of course Bruce had a back-up plane to continue but Greg did not. Do you think there's some kind of strategy at work here?



So here are 3 of the 4 casualties from the race at LaPine on June 28. Upper left is Bruce Burgess's plane, lower left is Greg McNutt's plane and above is Darrell Loveland's plane. Now let me see....is that two crashes in one month for Greg???? We'll have to see who gets the crash trophy this next meeting.

I would be remiss if I did not mention the 4th plane that gave it's all for this race session. It seems that Joe Stone's plane somehow decided to shed it's wing in flight....not a good thing because the glide path is severely limited in such a circumstance. I got no mention of a replacement plane for Joe so I assume that that was the end of the day for Joe as well!

# 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	30	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	25	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](http://www.rcpro.org))



### Racing Day Schedule

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



### BAM's Pylon Racing Committee Members

Contact	Email/Phone
Bruce Burgess	<a href="mailto:ke6gkc@ykwkc.net">ke6gkc@ykwkc.net</a>
Rick Burgess	<a href="mailto:rickb@bendbroadband.com">rickb@bendbroadband.com</a>
Waldemar Frank	<a href="mailto:info@bamrc.com">info@bamrc.com</a> +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

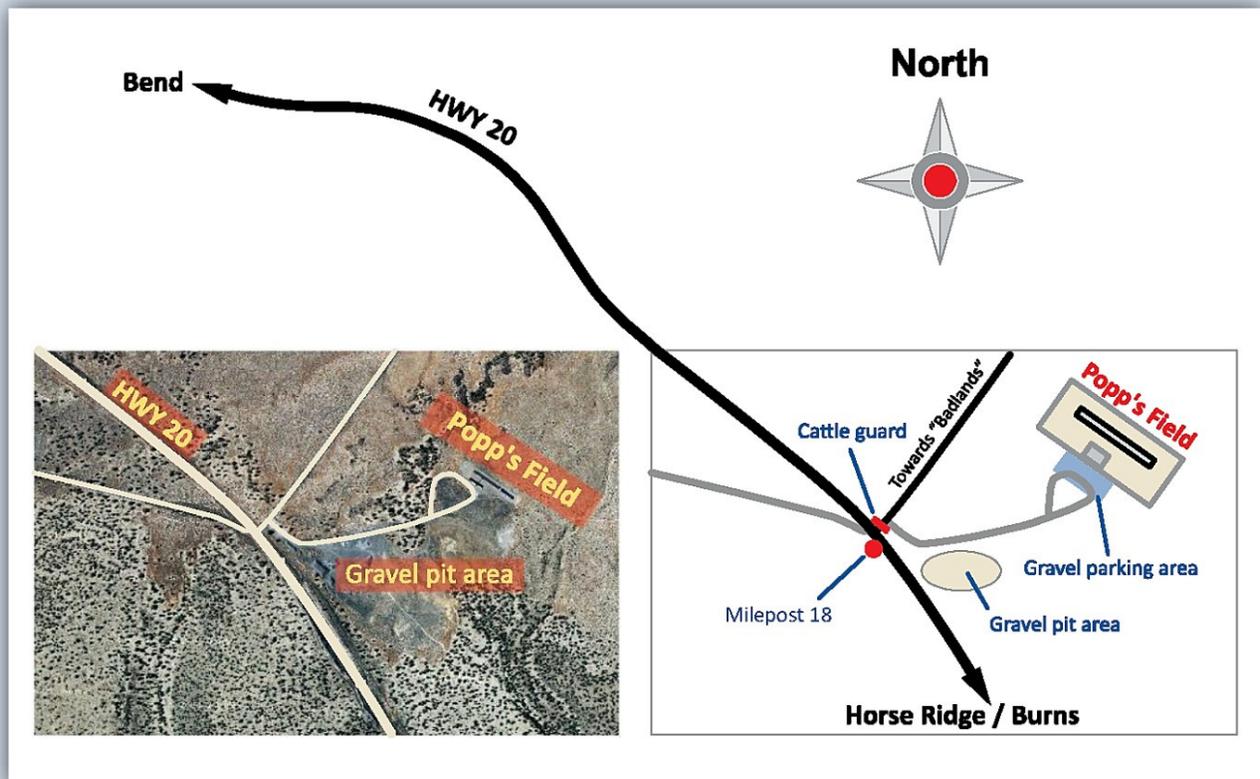
Popp's Field is located approximately 18 miles east of Bend, OR, just off State Highway 20:

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/>





# Bend Aero Modelers



Bend, Oregon | AMA District XI | AMA Charter 2311

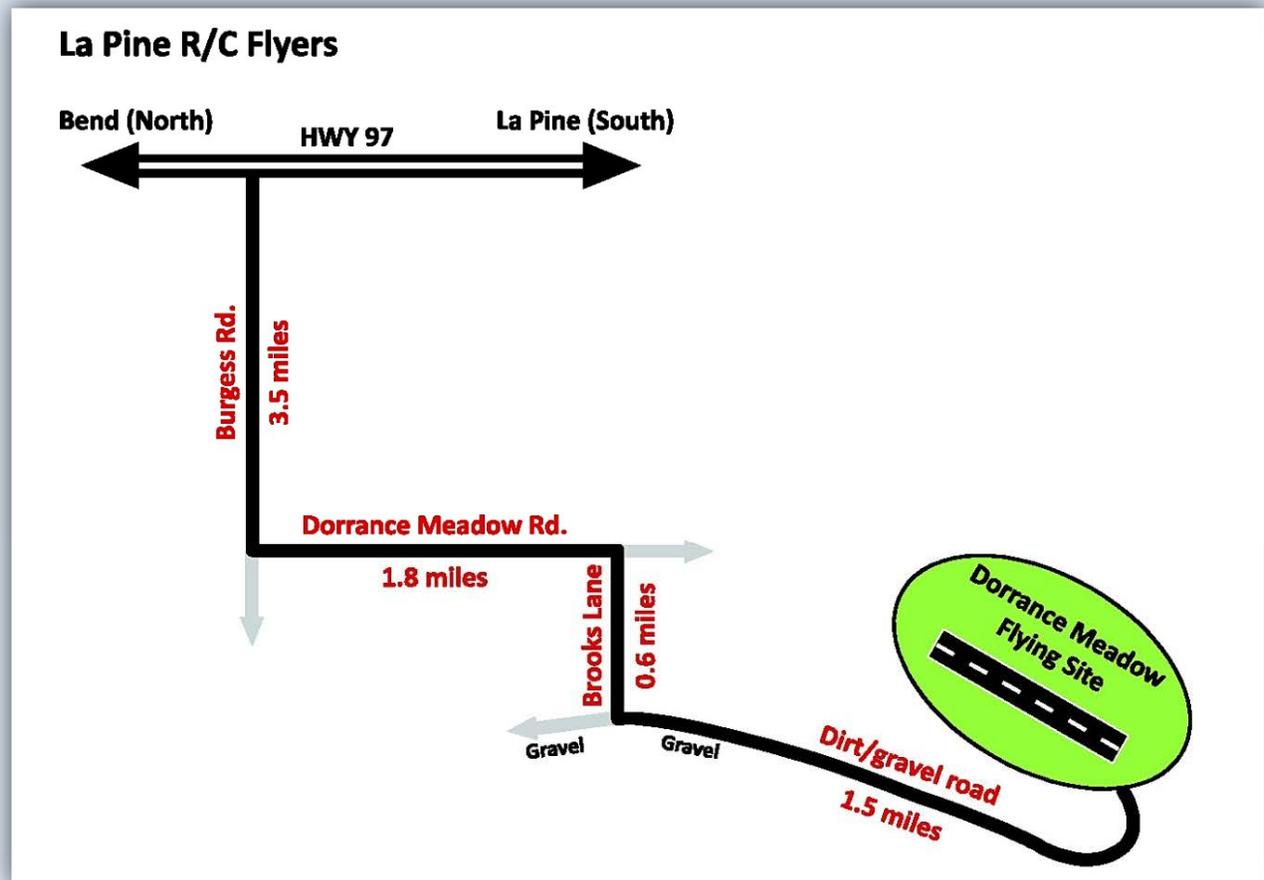
## CLUB-40 Pylon Racing Schedule

## 2014 Season

### Directions to Dorrance Meadow

Dorrance Meadow is located in La Pine, OR, and is the club field of the **La Pine R/C Flyers**.

1. In La Pine, at the junction of Highway 97 and Burgess Rd., take Burgess Rd.
2. Continue for 3.5 miles and then make a left turn onto Dorrance Meadow Rd.
3. Go about 1.8 miles on Dorrance Meadow Rd., and then make a right turn onto Brooks Lane.
4. After approximately 0.6 miles, Brooks Lane forks into two directions. Stay left and follow the gravel road.
5. Proceed for about 1.5 miles to the entrance of Dorrance Meadow.
6. The entrance is a left turn (it's not easy to see, but it's just as the road makes a shallow bend to the right).
7. The entrance road is narrow with wash board terrain. This leads you into the flying site.



# 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.