

# Bend Aero Modelers

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## FLIGHT REPORT

## Schaub Lake Trek Story Inside

PRESIDENT  
Jack Newman  
541-548-3197  
Hdshanty22@gmail.com

VICE PRESIDENT  
Bill Broich  
541-913-5299  
Broich.bill@gmail.com

SECRETARY  
Tom Rose  
541-815-4032  
tomrose2u@yahoo.com

TREASURER  
Dennis McMahon  
541-390-5080  
denmcinbend@protonmail.com

Safety Coordinator  
Andy Niedzwiecke  
541-508-6256  
nied1943@protonmail.com

Flight Instructors  
James Fredericks  
541-350-5564  
jamesrules@yahoo.com  
Waldemar Frank  
541-306-1058  
rcbonanza@gmail.com  
Cory Sturtz  
480-326-3315  
corystz@gmail.com

AMA District XI VP  
Phil Tallman  
509-220-6513  
AMADistrictXI@modelaircraft.com

FLIGHT REPORT Editor  
Andy Niedzwiecke  
541-508-6256  
nied1943@protonmail.com



## Next Meeting

July 26, 2023  
7:30 pm at Popp's Field  
Come early to fly!  
Bring something to eat!



# FROM THE EDITOR



by Andy Niedzwiecke

Holy Cow! How did I end up here again? 10 years ago, I published the first Flight Report and continued with it for 2+ years. After I stepped down several people did sporadic publishing but none that lasted.....they found out just how much work this really is! Then Dennis McMahon stepped up and took over the publishing duties and to everyone's delight he stuck with it and made it bloom again.....so thank you Dennis! Now Dennis is having some health issues and is just plain too busy to continue, and he really wants to devote more time to this time consuming hobby so he's asked me to assume the publishing duties of the Flight Report. I hope that I can continue with the quality that Dennis has established and I'll sure give it a try.

One thing I've noticed lately is that every time there is a project or an event, the same OLD people show up with the exception of a limited few younger folks. When you go out to the field you see about the same 10 people out there enjoying the benefits of belonging to BAM.

This club has a roster count of 63 members so where are the other 53 members when it comes to volunteering for an event or workparty? It gets tiresome and is hard on the older members to constantly do the heavy lifting in this club and where will the club be when the elders just say they've had enough.

How come there is a limited few that come out to fly and take part in the social life that this club offers? When those of us go out to the field we have a great time and wish more would join us.

We are also running out of people that want to take on the work of the officers of this organization. When I say take on the work I mean it. When you are an officer it takes time out of your life to do it right. Being president does not mean that you are just a figurehead nor does being vice-president, treasurer or secretary and without these vital persons this club will cease to exist.

People that have been in this club a long time have worked hard to make this club and our facility the success that it is but I am fearful for the future of BAM.

*Andy*

I almost forgot, someone consistently leaves the main gate lock unlocked. This is serious not only for the reason of possible theft or destruction of the runway or clubhouse or shade structures but if anyone is on the premises and gets hurt there is a possible lawsuit. After unlocking the lock when entering, spin the rollers because the lock will not lock when the combo is there, then when leaving just push the lock shut and it will lock. Remember **LOCK IT!!!!!!**





# 3 POSITION SWITCH SETUP FOR AS3X AND SAFE

by Andy Niedzwiecke

Hopefully this page will help those of you that want to set up a 3-position switch on your transmitter to control SAFE/AS3X/OFF settings. Several of us have done this on a regular basis and I wanted to share with you how to do it.

First of all is you have a BNF (bind and fly) receiver in your plane you will have to “unlock” it because it was programmed for that particular plane and will not allow you to alter the settings. This does not apply to receivers that you bought alone. What I am going to address will work on EDF's or propeller planes. This all applies to Spektrum equipment only and specifically AR630, AR631, AR637 and AR637T receivers.

Let's get started. To “unlock” the receiver, you will need to buy a programming cable and download some software. Here is a link to the web to follow how to do the preceding and I will link you to the cable you need to buy. The YouTube link is: <https://www.youtube.com/watch?v=QWaLyVhU5yM&t=334s> and the programming cable and software download page is: <https://www.spektrumrc.com/product/transmitter-receiver-programming-cable-usb-interface/SPMA3065.html>

Once you have the cable and have downloaded the software, follow the instructions in the first link listed here and the accompanying instructions that come with the cable

Now that you have “unlocked” your receiver or have a receiver that you bought in a box and not in a plane you can program a 3-position switch so that it will have a SAFE setting, an AS3X setting and an OFF setting. There is an excellent YouTube video that instructs you how to do this in great detail. Follow the steps in the video and you will have a great functional SAFE/AS3X/OFF switch

<https://www.youtube.com/watch?v=CH69j1JK7Uc>  
This procedure will work in both EDF's and propeller airplanes and will also work with 8-channel receivers.



# JUNE MEETING AT POPP'S FIELD

The weather was perfect for the June meeting at Popp's field. Some of the guys brought planes and had time to fly before and after the meeting. One of the major points of business was the presentation of the revised by-laws which were approved by unanimous vote. Of course before and after the meeting there was time for the usual arm chair flying and exchange of flying and building stories. One or two more meetings are planned at the field with proposed night flying after the meeting.



A guest at the meeting was James Fredericks' brother Tom. Tom lives in Alaska and was here visiting his brother.

I don't know what to do, better call Mike

What could possibly go wrong?

It's never done that before





# JUNE MEETING AT POPP'S FIELD

**continued**

Here's BAM Secretary Tom Rose presenting Gabe and Levi Colburn with their BAM caps and badges. Welcome to the club guys!

Here's club instructor Waldemar Frank helping Levi with flight training. Better watch out guys, Levi is doing really good and will be flying on his own soon!



Darn Tom, I don't see it. Which direction were you heading

Well, I last saw it about 10 minutes ago heading West

Ok Tom, I'll handle the rudder and throttle and you have the ailerons and elevator

Good idea but don't go too fast...wait....it went out of sight again.....darn!





# BI-ANNUAL TREK TO SCHAUB LAKE WAS SMALL BUT FUN

June 17, 2023 was yet another trek out to Schaub lake for some unfettered flying and just enjoying each other after a breakfast get-together at Gordy's truck stop in LaPine. The day started out just fine but around noon time the wind was picking up so the pilots decided to call it a short day. Bill Broich, who had taken his Freewing B2 to re-maiden decided that the winds were just too much to trust his beautiful plane to. The outing was small but fun for all that who intended.

Tom Rainwater getting some assistance from Ron Grigsby, of the LaPine club, getting his beautiful P47 "Snafu" started. Tom refers to this plane as his "smaller" big airplane. Tom is a master craftsman and if you have seen his planes you will agree. In the bottom photo Tom is bringing the P47 in after another successful flight.

Tom Rainwater and Jim Young standing by Jim's beautiful Ercoupe plane. This is Jim's second Ercoupe as the first one was stolen. In the bottom photo Tom Rainwater bringing the Ercoupe in for another smooth landing.





# BI-ANNUAL TREK TO SCHAUB LAKE WAS SMALL BUT FUN

**Thought I'd throw in a couple more pictures of Jim Young's Ercoupe and Tom Rainwater's P47 "Snafu".**



**Joe Newman brought his airforce. He and Bill Broich tried formation flying with their F16 Falcons but Bill says it's harder than it looks.**

**This Flite Test tri-plane was brought out by Craig Emery. I have no information on whether it flew or not but it is an interesting subject.**



# JULY 15, 2023 BAM FUN FLY

Well the day has come and gone for the annual BAM fun fly and we're glad because the heat made a lot of the pilots too hot to fly after the events were over. We did manage to have a good time though, and thanks to Program Director, Fried Baitis the events went off without a hitch. The food service, thanks to Waldemar Frank, was it's usual success with hamburgers, hot dogs and all the condiments topped off by Jim Young's world famous potato salad and sides of chips and a variety of cookies.



**Bill Broich and Ryan Marks get ready for the limbo competition.**



**Tom Rainwater and Mike Chappell get ready for the limbo competition.**



**Bill Broich guiding his Optera under the ribbon.**



**Mike Chappell getting ready to go under the ribbon**



Seen at the left is a group of spectators and contestants enjoying lunch under BAM's great shade structures. Members took time to share stories, get tips from their fellow pilots and just enjoy each other's company. This club is great with the camaraderie that is enjoyed by all on a regular basis but especially when competition is involved.



# JULY 15, 2023 BAM FUN FLY

**continued**



**Cory Sturtz and Tom Rainwater getting ready to do battle in the limbo contest**



**Ryan Marks taking aim at the balloon !**



**Here we have new member, Jeremy Flaxel, taking his BAE HAWK out for another awesome flight. This man can really fly and we enjoyed several flights by him during the day.**



**Not all went well during the day. Joe Newman was happily on the take-off roll with his Vulcan when something went wrong. Luckily the fence was unharmed.**

# JULY 15, 2023 BAM FUN FLY

**continued**



**Here is grillmaster Waldemar Frank doing what he does every year and providing hamburgers, hot dogs and chips and cookies. He works in the sun over a hot grill to make sure that all attendees are taken care of. Thanks Waldemar!**



**Fun Fly director Fried Baitis and BAM president Jack Newman present 1st place awards to Ryan Marks and Mike Chappell for great limbo performances.**



**Fun fly director Fried Baitis and BAM president Jack Newman present 2nd place awards to Cory Sturtz and Tom Rainwater for a good try in the limbo contest.**



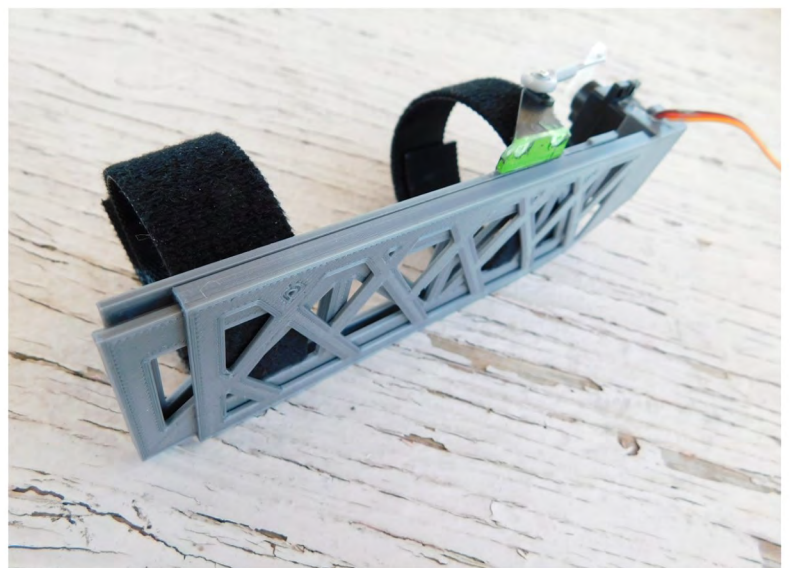
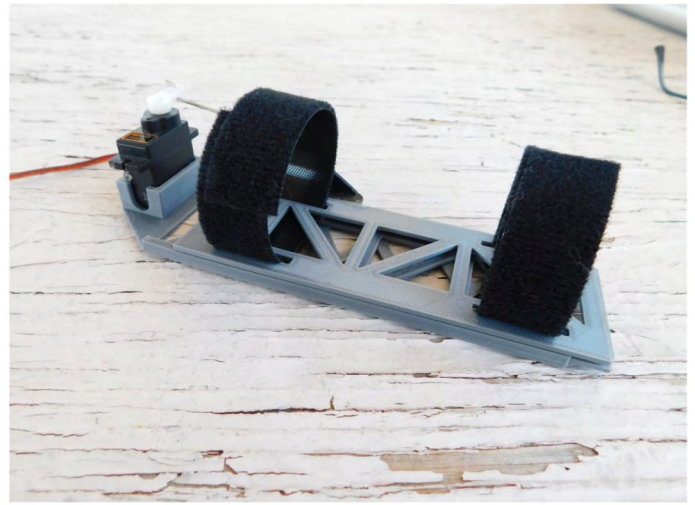
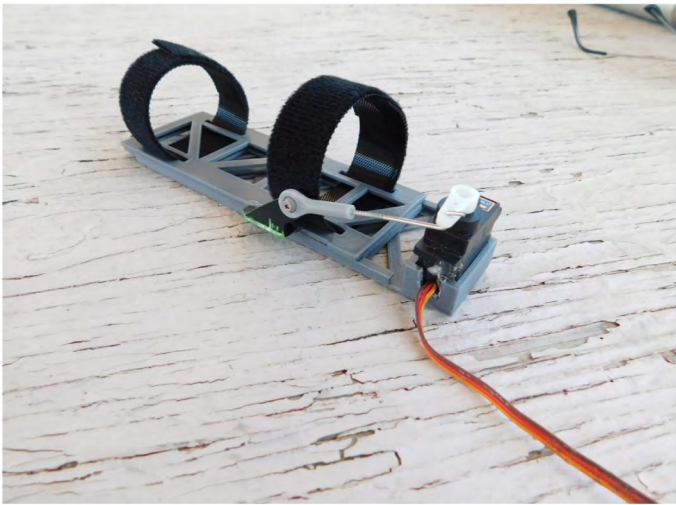
**Fun Fly director Fried Baitis and BAM president Jack Newman present 3rd place (almost ran) award to Bill Broich for a good try and plane sacrifice**



# MEMBERS PLANES AND PROJECTS



Every once in awhile, someone has a great idea and acts on it. Such is the case with one of our instructors, Cory Sturtz. He brought his “idea” to the field recently to show us and get our opinions. It is a battery tray that can be controlled from your transmitter. It can be hooked up to an open channel on your receiver and if you need a slight adjustment to your CG (center of gravity), all you have to do is operate it from your transmitter to shift the battery forward or to the back. Cory 3D printed this great item at home. Good going Cory!



# OBITUARIES

## Rest In Pieces



Randy Schoonhoven experienced some difficulty while flying his T28. Luckily Randy was on the ground when the difficulty occurred! Needless to say this looks like a fairly easy fix so this T28 will live to fly again.



Fore.....was what Bill Broich should have said when his Escapade hit the runway and left a divit. On the left you can see the debris field when the plane hit the ground. Bill had just converted his Great Planes Escapade from glow to electric and this was the maiden. Bill says it lifted off, rolled right then rolled left then went upside down straight into the runway leaving the divit seen on the right.





# OBITUARIES

## Rest In Pieces

### Page 2



Alan Shrum thought long and hard before maidenizing his Seagull YAK3 Steadfast with an OS22GT engine. Shown at the right giving last rites.



Mike Chappell is known around the field and THE jet driver. He has his own airforce almost all EDF's. He has experienced a loss here and there but normally takes home what he brings in good shape. All that being said, on this particular day he took off his F15 and everything appeared to be normal until he flew right into a dust devil that spiraled him into the ground like a drill. Several of us took the walk with him to retrieve parts because this is a big plane and one person could not handle the debris. Mike should consider well drilling after this event.



# Bend Aero Modelers - 2023 Club Calendar



Club Meeting



Club Event



BAM Membership Renewal Deadline

## January

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

## February

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

## March

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

## April

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

## May

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

## June

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

June 17th - Schaub Lake Fly in

## July

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

July 15th - Family BBQ & Fun Fly

July 26th - Night Flying (after club meeting)

## August

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

## September

| Week | Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|------|-----|-----|-----|-----|-----|-----|-----|
| 35   | 27  | 28  | 29  | 30  | 31  | 1   | 2   |
| 36   | 3   | 4   | 5   | 6   | 7   | 8   | 9   |
| 37   | 10  | 11  | 12  | 13  | 14  | 15  | 16  |
| 38   | 17  | 18  | 19  | 20  | 21  | 22  | 23  |
| 39   | 24  | 25  | 26  | 27  | 28  | 29  | 30  |

September 30th - Schaub Lake Fly in

## October

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

## November

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

NOTE: November club meeting is a week earlier due to Thanksgiving.

## December

| Week | Sun   | Mon | Tue | Wed | Thu | Fri | Sat |
|------|-------|-----|-----|-----|-----|-----|-----|
| 48   | 26    | 27  | 28  | 29  | 30  | 1   | 2   |
| 49   | 3     | 4   | 5   | 6   | 7   | 8   | 9   |
| 50   | 10    | 11  | 12  | 13  | 14  | 15  | 16  |
| 51   | 17    | 18  | 19  | 20  | 21  | 22  | 23  |
| 52   | 24/31 | 25  | 26  | 27  | 28  | 29  | 30  |

December 31st - Membership renewal deadline





# Safety Tips From Members



## Submitted by Bill Broich

We have all probably used a dremmel tool when working on our planes. I have not really given much thought to what danger lurks with it when not paying attention. I have been working to convert my Escapade from nitro power to electric. This plane hasn't been in the air for at least 5 years, and the motor mount screws holding the four stroke motor were not coming off easily. I forced three using vise grips, but the fourth was not going to budge after the first few turns. What to do??? Ahh, I can use a cut off wheel with my trusty dremmel!

I attached the blade, turned the tool on, and then had a tough time deciding what angle to approach the stubborn screw. In the many tries to get just the right angle, the dremmel slipped out of my hand and fell towards my stomach. It sliced through my shirt, and left a two-inch gash on my ample belly. After a moment's thought about a do it yourself liposuction, I got the bleeding under control. Fortunately, it did not cut deeply, but the potential for a very bad outcome was there.

Dennis had mentioned in the last newsletter about adding a pedal control to his dremmel. This is a very good idea. At the minimum, don't turn it on until you are ready to use it.

## BAM Bulletin Board





# Nervous Before Flying? Read This



## Submitted by: Joe Newman

I have had a few of the members ask me why I usually bring an easy to fly model with me every time I am at Popp's field. Furthermore, I usually start my flying session with that model and fly it more than once if I feel uncomfortable or out of sorts as I take it through its paces. It might be worth sharing my thinking in this forum for your consideration to determine if this is something you do already (knowingly or not) or something you may want to consider.

I think most members have more than one plane in their hanger ready to fly and many of us have several. When I got back into the sport a few years ago, I discovered I became comfortable with one or two planes in my hanger. These were planes I knew I could perform basic take-offs and landings as well as some minor acrobatics even when I hadn't flown in several days or weeks. These aircraft tend to have been flown by me a number of times without incident (usually well over 20 times and in some cases 50 times) and may be a simple four channel set up but also include a plane with retracts or flaps. These planes have changed over the years as my abilities and interest change but the common thread between all of them is that I am comfortable flying them.

About three years ago, I found myself automatically loading one of these planes in my truck along with whatever I was excited (or nervous) about flying that day. Without giving much consideration, I would fly that plane first then if I felt comfortable about my flying that day, I would move on to another aircraft. Let's face it, I don't think I fly at the same level every time I go out to fly. This is probable true for many reasons such as your mind isn't concentrating on flying, you are not feeling 100% or maybe had too much or not enough coffee that morning. By flying a 'comfort' plane, it helps me in the following ways:

It is a good warm up for a more challenging, faster or more maneuverable plane. It helps build the concentration needed to fly the plane you may fly next which perhaps you aren't as used to or it's a more advanced plane.

It calms me down. The act of successfully flying is calming and allows you to relax your hand movements on the transmitter for a smoother flight and trains your eyes to focus on the plane in the air.

It establishes what kind of flying day you are starting out with. If I am very comfortable, I might fly this plane just once and move on. If I am less comfortable, I might chose to fly it again to regain my confidence. If I am still uncomfortable with it baring some technical problem I might determine that flying anything more challenging that day is not in the cards for me.

So why start your flying session flying a plane that you are comfortable with? In my experience it reduces the frequency of errors in flying more advanced planes for the reasons listed above. For me it's all about improving my chances of successfully flying a new or advanced plane without a major mishap and enjoying the flight along the way. Given the ever increasing costs of new planes and parts to repair damaged planes, I think you will agree anything you can do to improve your odds of successful flights is a good thing for your pocket book and ego!





# Nervous Before Flying? Read This



## Submitted by: Joe Newman, Page 2

Finally, what kind of plane is a good choice as a warm up or comfort plane? In my case, I tend to go back to two planes over and over and they are an Eflite P-51 Mustang (1.1 meter with well over 100 flights) and a Neptune Ducted Fan flying wing (also over 100 flights). They share the following characteristics:

They are easy for me to fly, I have flown them many times with no major issues and I am confident I can fly them successfully.

They are responsive and maneuverable. Furthermore, I have high and low range set up for both so I can adjust the maneuverability in flight to dial up or down the degree of difficulty as needed. The P-51 has retractable landing gear and flaps so if my more advanced plane has those features I might chose it as the warm up plane. The Neptune is a ducted fan which has a different power curve (a delay in winding up the fan for propulsion) than a propeller plane so I tend to fly it before flying one of my ducted fan jets.

They are inexpensive. Both were under \$200, they fly on 3 or 4 cell batteries and are made of EPO foam so baring a major wreck are easy to fix.

I hope this brief article convinces you to consider starting your flying day with a comfort model. If you already do this, consider adjusting this model based upon the type of plane you are flying after the comfort plane is flown. One of the most difficult things for me to do is make the decision not to fly the next advanced plane based upon how I fly the comfort model. I can honestly say, when I have ignored a poor performance flying the easy model the odds of a crash are much higher when flying the more advanced plane. This technique is not a guarantee you will not crash the more advanced plane you are flying next but it can improve the odds of a successful outcome in my experience.

## Joe's Comfort Planes



# POPP'S FIELD SAFETY GUIDELINES



## Bend Aero Modelers

Bend Oregon | AMA District XI | AMA Charter 2311



Page 1 of 2

### 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 Safety Committee members or in the absence of a Safety Committee member, an Executive Committee (EC) member 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 shall ensure proper operation of their aircraft and associated equipment prior to use.
5. Pilots shall show courtesy toward others and apply common sense when flying at BAM.
6. Pilots are encouraged to verbally enforce safe flying practices as appropriate.
7. All guests, spectators, children and pets shall be supervised by a BAM member at all times while inside the flying field fence and are encouraged to remain behind the pit tables.
8. When working on armed electric airplanes in the pit area, pilots shall always secure/restrain the aircraft from moving on the ground or rolling off a pit table. No rotating propellers are allowed.
9. No running fuel airplanes are allowed in the pit area.
10. R/C cars and other surface vehicles are prohibited anywhere inside the flying field fence.
11. Smoking is prohibited anywhere inside the flying field fence and shall be carried out in a safe and respectful manner in the parking lot.
12. Consumption of alcoholic beverages or controlled substances before or during flight is prohibited.

### Pre-Flight Operations

1. Pilots shall use the run-up stands when starting fuel-equipped aircraft engines.
2. For larger aircraft, pilots may use the taxiway rather than the run-up stands to start or arm their aircraft while keeping it restrained with the help of another pilot or any reasonable means.
3. For extended engine tuning and troubleshooting, pilots shall use the run-up stand provided for such use at the West end of the field by the porta-potties.
4. Pilots shall never leave their aircraft unattended while the aircraft is running or armed, even if it is restrained.
5. Pilots that use AM/FM radio equipment (50MHz, 53MHz and 72MHz) shall attach the appropriate frequency pin visibly to their transmitter's antenna whenever in use and shall place their AMA card on the respective channel pin on the frequency board in the clubhouse.



# POPP'S FIELD SAFETY GUIDELINES



## Flight Operations

**continued**

1. Pilots shall taxi aircraft only on the taxiways and runway. No taxiing is permitted in the pit area.
2. While flying, pilots must remain behind the safety fence and never block the taxiways.
3. Only pilots or a supervised helper are permitted beyond the safety fence (ie, to retrieve an aircraft).
4. Pilots shall verbally communicate their intentions during takeoffs, landings, flights and emergencies (ie, "taking off right to left", "landing left to right", "on the runway", "dead stick", "low pass" etc).
5. 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).
6. Landing aircraft have the right of way. Dead stick landings shall be called as such and given immediate right of way.
7. Pilots shall not take off from or land on the taxiways. This applies to all aircraft types, including rotary-wing and micro aircraft.
8. No more than five (5) aircraft shall be in the air at one time. This includes rotary wing and micro aircraft.
9. Pilots shall call all maiden flights prior to flight. All other aircraft shall be grounded until the maiden flight has been completed.
10. All hand launches shall be called to alert other pilots. Hand launches shall be performed either from the runway or the area between the runway edge and the safety fence.
11. Hovering craft such as, but not limited to, 3D planes, drones, etc are to hover North, clear of the runway to avoid interference with fixed wing aircraft operations. Whenever 3D planes or drones are flying, it is recommended to do so when fixed wing aircraft are not in the air.
12. FPV (First Person View) flight is only permitted when the pilot has a spotter per AMA regulations.
13. Gas turbine operations are allowed as long as they are in accordance with the AMA Gas Turbine regulations on the AMA website.  
<https://www.modelaircraft.org/content/ama-gas-turbine-program>
14. When gas turbine planes are being flown, all other pilots are encouraged to relinquish the airspace to the turbine operations. An agreement between the turbine pilots and all other pilots for this recommendation should be discussed and agreed to.
15. All planes that are reconstructed after a substantial crash incident shall be considered as doing a maiden flight and all considerations for a maiden flight shall be adhered to.
16. If there are any questions that are not addressed here, the AMA Safety Handbook is available for reference at <https://www.modelaircraft.org/safety>

Updated 12/17/2022 By Safety Officer Andy

Niedzwiecke



**YOUR PASSION. HOBBY. ONE COMMUNITY.**  
Academy of Model Aeronautics 5161 E. Memorial Dr. Muncie IN 47302 | (765) 287-1256 | [modelaircraft.org](http://modelaircraft.org)

## Academy of Model Aeronautics National Model Aircraft Safety Code

Effective January 1, 2018

**A model aircraft is a non-human-carrying device capable of sustained flight within visual line of sight of the pilot or spotter(s). 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 related AMA guidelines, any additional rules specific to the flying site, as well as all applicable laws and regulations.**

### **As an AMA member I agree:**

- I will not fly a model aircraft in a careless or reckless manner.
- I will not interfere with and will yield the right of way to all human-carrying aircraft using AMA's See and Avoid Guidance and a spotter when appropriate.
- I will not operate any model aircraft while I am under the influence of alcohol or any drug that could adversely affect my ability to safely control the model.
- I will avoid flying directly over unprotected people, moving vehicles, and occupied structures.
- I will fly Free Flight (FF) and Control Line (CL) models in compliance with AMA's safety programming.
- I will maintain visual contact of an RC model aircraft without enhancement other than corrective lenses prescribed to me. When using an advanced flight system, such as an autopilot, or flying First-Person View (FPV), I will comply with AMA's Advanced Flight System programming.
- I will only fly models weighing more than 55 pounds, including fuel, if certified through AMA's Large Model Airplane Program.
- I will only fly a turbine-powered model aircraft in compliance with AMA's Gas Turbine Program.
- I will not fly a powered model outdoors closer than 25 feet to any individual, except for myself or my helper(s) located at the flightline, unless I am taking off and landing, or as otherwise provided in AMA's Competition Regulation.
- I will use an established safety line to separate all model aircraft operations from spectators and bystanders.

For a complete copy of AMA's Safety Handbook please visit:

**[modelaircraft.org/files/100.pdf](http://modelaircraft.org/files/100.pdf)**