



Buzzard Droppings



Gold Leader Club

Promoting the building and operation of radio controlled models, and the public acceptance and good will towards the sport/hobby. Our main goal is to have fun and enjoy the challenge of safely flying radio control models.

February 2014
Volume 21 Issue 2

Barnyard Buzzards

Model Airplane Club

AMA Chapter 2953
Monroe, Washington



Next Club Meeting is **Tuesday, February 11th, 2014, 6:30 PM** at Alfy's Pizza along RT2 in Monroe ([See page 9 for a map](#)).

Program: Flyzone Beaver— installing the floats and rudder setup

President's Message — Chet Blake

Hey Buzzards,

Hopefully by now you've all received an email from Rick Hanners explaining the latest development for the Club, our new Lease with the BSA and Hold Harmless agreement.

This is going to be exciting and challenging times for the Club.

Exciting in the sense that once again YOU can have a hand in the concepts, ideas and approval of the entire flying field project the whole way through. As always, recommendations will be discussed and approved by the club members in attendance at our meetings. Be

(Continued on page 2)

Inside this issue:

President's Messages	1
New Field—Lease!!!	2
January 10th Meeting Minutes	1
Freeze-In Photos	6
Year Events in Review	7
Safety Corner	8
Club Meetings, Maps and Field Info	9
Pilot Training Program	9
Club Officers	1

January 14th Meeting Minutes — Rick Hanners

The meeting was called to order by President Chet Blake at approximately 6:41 pm with 23 people in attendance, 6 of which were visitors. Club Officers were introduced by the new club President, Chet Blake:

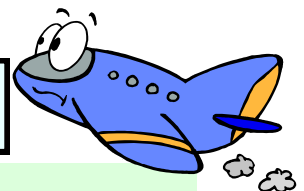
- President** – Chet Blake
- Vice President** – Jim Reynolds
- Secretary** – Rick Hanners
- Treasurer** – Ron Swift
- Safety Officer** – Vince Bell

- Field Manager** – Jay Bell
- Webmaster** – Ron Rueter
- Newsletter Editor** – Ron Swift

Chet called for additions or corrections to the minutes as published on the web. Ron Swift wanted it added in that the meeting started at 6:46 pm and that there was an approved motion that allows the board to pursue a lease with the Boy

(Continued on page 2)

Club Officers and Contacts



President: Chet Blake (360) 863-2953

Vice President: Jim Reynolds (360) 435-9662

Secretary: Rick Hanners (360) 668-1312

Treasurer: Ron Swift (425) 788-6045

Safety Officer: Vince Bell (425) 788-2456

Newsletter: Ron Swift (425) 788-6045

Field Manager: Jay Bell (425) 788-4831

Website: Ron Rueter (425) 210-3911



(President's Message continued from page 1)

there and be part of that process.

Now to the challenging part. It won't happen without you, literally! We will need help moving our Club's possessions to the holding area at the new field. We will have schedules and times set for that. We won't be shy about asking for help, whether it's dirt moving, raking, leveling, weed whacking and whatever the needs might be. So quite literally WE can ALL have a hand in the process.

In my maintenance shop at work I emphasize this continuously to my **TEAM**.

A silly acronym is **T**ogether **E**veryone **A**chieves **M**uch. It might sound corny, but ask Pete Carroll how TEAM concept worked for the Hawks on Super Bowl Sunday.

Fly while ya can!
Chet



Our New Flying Field !!!

I'm happy to report that the meeting the Barnyard Buzzards board had this evening [Feb 4] with the representative from the Chief Seattle Council, went extremely well. Scott Findley, Director of Support Services for the Chief Seattle Council, was the representative from the Boy Scouts and after reviewing the documents that we presented him with, he was empowered to sign both the Hold Harmless Agreement and the tentative lease agreement that we had presented to him.

So we now have a new piece of land that we will need to develop as our new home!

Also in attendance was Bryan Reightley who first came up with the possibility, while working at the Scouts' property, that the Buzzards might be able to secure a part of the large Scout property for our new home. He had interfaced with Scott Findley as well as the two rangers while working there, and found out that they were very receptive to the idea of having a model airplane club located on their property. The rest is history.



President Chet Blake (left) passes our check to Scott Findley executing our lease of the Boy Scouts of America property for our new flying field.

Reported by Rick Hanners, Club Secretary

(Continued from page 1)

Scouts. The corrected minutes were approved.

Officers Reports:

VP - No events planned due to the situation with the field being in a state of flux, but as time progresses the board does hope to plan various activities to follow up the successful FREEZE-IN event that the club just held.

Secretary - The membership level at the present time is 33 members of which 6 have paid their dues for the year.

Treasurer - The club currently has 6 paid members. The club had budgeted \$50 for the

Freeze-In event and ended up spending less than that partly due to a mistake that Sahara Pizza made, so money was saved. In addition, Du-Vall Dazzling Designs donated all the patches for the event. Our treasury stands at a healthy level as we go into 2014.

Safety Officer - No safety issues have been reported. Vince did want to comment that the tightness of your prop nut should be checked, especially if you are bringing the aircraft from one extreme temperature (such as your home) to another (such as what we had at the Freeze-In) as this might lead to a loosening of the nut. Jim

(Continued on page 3)



(Continued from page 2)

Reynolds found this to be so on his new Beaver at the Freeze-In.

Newsletter Editor - Printed copies of the newsletter are available for anyone who wishes a hard copy.

OLD BUSINESS

Freeze-In & Appointments

It was an official Freeze-In as even at 11:11am, the temperature was still 32°F. Ron Swift reported that the gate lock was so frozen that he had to use a propane torch on it in order to unlock it. Chet has sent pictures from the Freeze-In to the web. A special thanks to Sandy DuVall for the donation of the patches for all the participants. We had visitors from the Eagles, Cascade Air Park, and Bellingham. There was the possibility that a visitor might be joining in the near future.

Chet announced that volunteers have been found for 2014 to fill the following positions:

Webmaster – Ron Rueter

Field Manager – Jay Bell

Newsletter Editor – Ron Swift

In addition, Bryan Reightley has agreed to become a committee of one as part of a Field/Club Transition Consultation Committee to help Chet with interfacing with the Boy Scouts as he did most of the basic legwork and knows the various people in the Scouts that the club needs to talk with.

Current Field

It was reported that our landlady refused to unlock the Fern Bluff entrance gates to allow members to access the field during our Freeze-In event, even though we have a signed agreement from her that says access will be available. It seems obvious that she wants us gone, but the club is good thru April 30th. Basically she is not cooperating with the club most likely in an effort to hasten our departure.

In an effort to plan ahead for our eventual move, an email had been sent out to club members requesting volunteering trucks and/or trailer for use once we plan what we want to do. So far there were responses from Mark Weeks, Paul Dibble and Eric Bell via email. At the meeting, Dick Broderson, John Rennert, Al Morse and Ron Swift, all volunteered to bring trucks and trailers to bear. In addition, the Boy Scouts have a large

flat bed trailer that can be at our disposal and Ranger Dave said he could haul that for us. Jay Bell brought up the possibility of possibly selling the landlady the fence. If she would want to do so it would require cash in hand before we leave otherwise, the fence will be removed.

Charity Donation

The club raised \$155 to donate to the charity of our choice. The club voted to give the money to the Sky Valley Food Bank in Monroe. Chet presented a motion to raise the donation to \$200. The motion was passed.

NEW BUSINESS

Initiation Fee

With a 4 to 1 board vote to eliminate the current initiation fee, it was proposed to change the By-Laws in order to do this. In reality there is only one mention of the initiation fee in the bylaws and no mention of it at all in Article 4 Section 1 of the bylaws, which deals with dues. Outside of Rick Hanners, Vince Bell and perhaps one other person in the club, no one else currently a member of the club has any historical background regarding the initiation fee because no one else currently in the club was a member back in the early 90's.

In Article 4 Section 1, you see \$100 mentioned because at the time the dues were \$60 and the membership wanted \$100 minimum to join. The initiation fee thus got born and at some distant meeting in the past, was voted to be set there, thus the current \$140 to join (\$100 dues + \$40 initiation fee). Thus the club can "suspend" the fee by a simple majority vote if it is really necessary and even with the archaic wording of Article 4 Section 1, there would be no need to currently change the By-Laws.

However, if the club is looking to lower the dues (with no initiation fee) at some point in time, the By-Laws as they stand now would not allow it without being changed. So a wording change is proposed to Article 4, Section 1. It would allow the club to still include an initiation fee if at some point in the future we choose to do so by a simple vote to set it at whatever level the club wanted.

So it was proposed that we take a simple vote to lower the initiation fee from \$40 to \$0 and propose a By-Law change to make the dues and the initiation fee more flexible.



Current By-Laws Wording:

The annual dues for full membership shall be recommended by the Executive Committee based on a calculation from the annual operating budget to be approved by a majority of the members present during the October business meeting. In no case will the dues for a new Full Member be less than a \$100.00 non-refundable fee that will include the first year's annual dues as established by the membership. The \$100.00 new membership fee will not apply to a new Family, Student or Junior membership.

Additional family members may join for an amount equivalent to 1/2 the regular Full Member's annual dues per person, per year. Annual dues will not be pro-rated.

A student membership annual dues will be set by the Executive Committee.

Junior member dues shall be recommended by the Executive Committee.

Proposed By-Laws Change:

The annual dues and initiation fee for full membership shall be recommended by the Executive Committee based on a calculation from the annual operating budget to be approved by a majority of the members present during the October business meeting. The fees paid for a new Full Membership will be non-refundable and does include the first year's annual dues as established by the membership. The new membership fees will not apply to a new Family, Student or Junior membership.

Additional family members may join for an amount equivalent to 1/2 the regular Full Member's annual dues per person, per year. Annual dues will not be pro-rated

Student Membership annual dues will be set by the Executive Committee. Junior member dues shall be recommended by the Executive Committee.

A motion was made and seconded to put the By-Law proposal up for a vote and was then tabled. The proposed change will be published in the newsletter for consideration, with a vote on it at the March meeting. A motion was made to lower the initiation fee to \$0. The motion was passed. So new members will only have to pay a total of \$100 and no initiation fee.

Ron Swift circulated a signup sheet to help work at the NW Expo, Feb. 7th, 8th and 9th.

Chet reported that Jim Reynolds had been contacted by the Arlington Eagles with a field use proposal. Basically, any of our members who wanted to have full flying privileges at the Eagles site would pay the Eagles \$20 and be able to fly there as a non-voting member, this would also be a reciprocal agreement in that they would pay \$20 to fly at our field . This isn't set in concrete as yet and some discussion needs to take place to work out the specifics. There is also the possibility of a similar field usage agreement with SRAC. Again, details to be worked out.

Chet brought in a set of skis he had made for his plane for snow use. He wrote up a handout on how to go about building skis, but decided not to go into a verbal presentation in order to give a greater amount of time for discussion of the possible new field site.

Possible New Field Discussion

Chet had made a hand drawing of the Camp Brinkley site from a Google Earth image, with various distances marked and a possible runway location. Copies were handed out to all members present and a large blown up drawing was used for the rest of the discussion. A copy of the map will be emailed to all members and probably posted on the website. Chet pointed out various distances from the shown runway center to various other spots. He also reported on what was found in terms of water and other "hazards" during a walk around the property.

The discussion was then turned over to Ranger Dave from the Scouts. From that discussion, a number of points were brought out:

- The scouts are going to put in a gate to the left of the current gate, for our entrance. We would be driving along the north side of the barn and around it. The land there is all firm.
- The barn is going to be there till it falls down. However, it is still structurally sound to the point that we can store things in it.
- There is a beaver dam to the south in the woods and is about 3 ft. tall and 100 ft. wide. The scouts have no plans to eliminate the dam at this point. Removal might or might not improve the drainage. Access through the woods to the dam is extremely



difficult but there is access from the archery range.

- In the summer all the brown long grass will stand up anywhere from 2 – 4ft. The scouts have mowed it in the past and we could probably do the same. Scouts could possibly help with that once the ground firms to support equipment.
- The sound of running water heard in the north field near where the creek marked, is from water falling over something rather than going into a culvert. The woods to the east are basically inaccessible. There was an old road going in that has fully overgrown.
- There is access to electricity and water by the barn that the club is free to use. Water is potable.
- The field is not a declared wetlands and so no special use permit should be required. The scouts can provide all the base fill needed to make our runway, parking area, etc.. Some topsoil might also be available to put on the fill to grow grass.
- The neighbors will be louder than us as the 3 residents down the road all use generators for electricity. Electric service ends at the barn.
- Cell phone service is questionable. AT&T was the first to provide service and now Verizon and T-Mobil also are available but again service is hit and miss.
- The camp name is changing from Brinkley to Edward.
- There is access to the field north of the road but waders are suggested for those venturing into that area. Same tall grass as to the south, but more water. Area should dry out come summer, so retrieval of downed models should not be as iffy a proposition.
- Float flying is possible at the lakes on the scout property – details would need to be worked out.
- A merit badge program with the scouts might happen at various local troop meetings rather than at the Camp, although having a buddy box session or something similar when the scouts are there might be good.
- The main activity of the property is July 1 through August 15th.

The board recently received the Hold Harmless agreement from the scouts. Various sections that don't really apply to us will be eliminated and then get agreed to by the Scouts on these changes. Beyond that, the club is putting together a proposed lease agreement that will eventually get discussed. While a long term usage section will be part of that agreement, nothing at this point, will be set in concrete. As with most leases, there will most likely be language that the lease can be made null and void by either side under certain conditions.

The Rangers were invited to come to the field to see what we have done and how we operate. Details to be worked out.

There was a brief discussion regarding when development could start and it was brought up that dirt could probably start to move in the May/June time frame. Chet pointed out that while there will essentially be no rent (\$1 to be in lease), there is going to be an expenditure that will minimally equal what we have paid for rent in the past.

Bryan Reightley brought up the fact that he has a number of building trusses left over from the work he is overseeing at Camp Brinkley. So it is possible that we might be able to erect a 16'x20' structure for our use. The scouts have also said that a shed was available for our use if we required it.

A motion was made and passed to adjourn the meeting. Meeting adjourned at 8:47pm

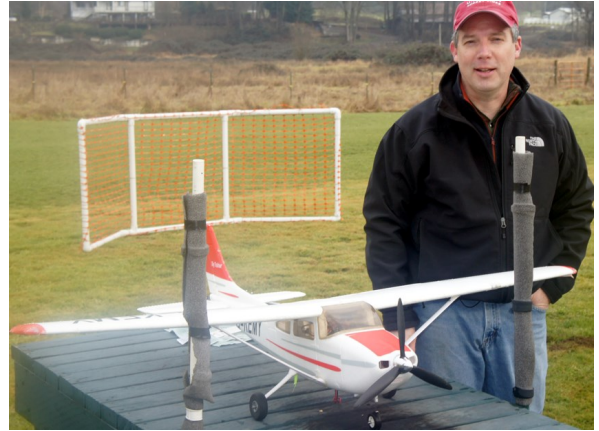
.....Rick Hanners, Club Secretary





Freeze-In 2014

What an event! We had 26 participants at the event. We had pilots from 4 area clubs. Sandy brought the Sahara Pizza and we actually had two working heaters. Lots of flying and the weather cleared out after the early morning fog!





2014 Board of Directors



2014 Special Award Winners



XMAS Party 2013



Freeze-In 2014



Builder's Competition 2013



FunFly 2013



Index Festival of Art 2013



Open House 2013



Combat 2013



Safety Corner

Why do we CRASH??

Flying beyond our ability. For new pilots this is one of the main reasons for crashing a new airplane. Thinking goes something like this. OK; I have soloed—I should be able to fly the Belch Fire 99 that I have been building and waiting to fly for ten years. Not thinking that the Belch Fire 99 is about 20 times faster than the trainer that I learned on. Also, the fact that while learning, the instructor was making sure the airplane was trimmed to fly correctly before it was handed over to you.

Yes in the later parts of your training the instructor would put the airplane out of trim and let you trim it in flight. Same with putting it into an unusual attitude and letting you correct it. The thing is the Belch Fire 99 is doing all of the above as soon as it leaves the ground and the tendency is to over control. The ten years of work building the beautiful Belch Fire 99 is now a pile of not so beautiful sticks. The best thing to do is have an experienced pilot look over the Belch Fire 99 for problems and give it its maiden flight, getting it trimmed for a moderate speed and find out if there are any bad characteristics that need attention. On take-off the hardest thing for a new pilot to do is push the nose down when there is too much up trim and let the airplane gain some speed.

If that is not done, the plane will stall and again make the beautiful pile of sticks. Usually the airplane is going to the left and will not turn right until the nose is pointed down and the air-speed is above the stall speed.

Another thing that new airplanes like to do is go dead stick (engine quits). Here again the tendency for the new pilots to keep pulling back on

the stick to get back to the field. There is only so much it will take and then to plane stalls—usually resulting in the pile of sticks. There is an air speed that will give the longest glide ratio that this above stall speed of the airplane. You must learn what it is and how the airplane handles at that speed.

Trying to do a new maneuver too close to the ground is another trap. When you are working on a new maneuver try it 3 or 4 mistakes high. Think about all the things that may go wrong. An example, if it is a stalled of spin maneuver—planning ahead for how to get out of a spin. Some airplanes require a little more than just neutralizing the controls to recover from a spin.

Is the airplane balanced where it is suppose to be, are all balancing weights secure (including the battery)? Shifting the balance point in flight is not good and can well cause what we are talking about: **CRASHING**.

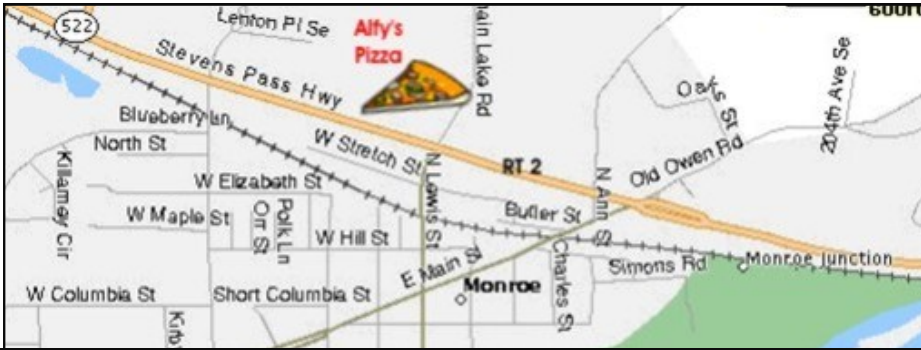
We'll dredge up other reasons for crashing, but for now remember to dress for the weather and keep body parts out of the spiny thing.

UNTIL NEXT TIME, BE SAFE BE COURTEOUS
Vince Bell, Safety Officer



A link for advice in model airplane trimming: <http://www.rcplanetalk.com/trim.html>





Barnyard Buzzard's Club Meeting

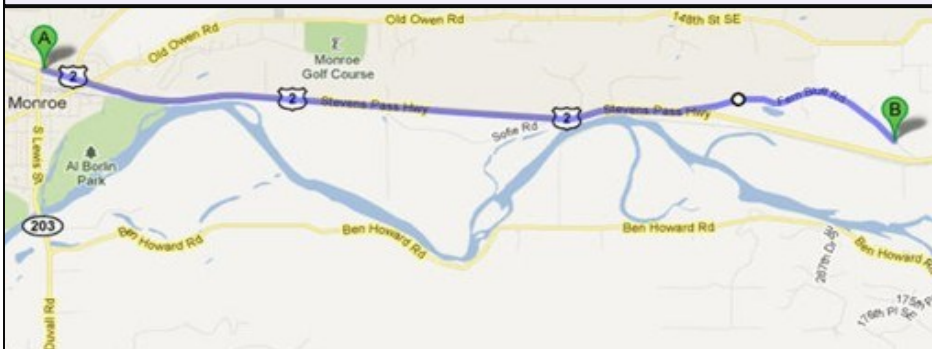
Our club meetings are open to the public. During the winter months we meet at 6:30 PM on the **2nd Tuesday** of each month at Alfys Pizza in the Staples Plaza on RT2, Monroe, WA. During the summer months (weather permitting), the club meets at our flying field. See the schedule below for location...

If you would like additional information, come out to a club meeting, or contact one of our club officers.

Each meeting starts with an introduction of the club officers followed by a short business meeting. Next we have a **program** about some aspect of the hobby/sport.

Then, a **Show & Tell** and **raffle** conclude the meeting, which ends at around 8:30 P.M.

Our current flying field will be in use until the end of April 2014. On US-2 beginning at the intersection of Main/Old Owen Road drive 3.4 miles east to Fern Bluff Road - turn left (there is a left turn lane) - drive 1.4 miles on Fern Bluff Road to the entrance gate on the right. Visit <http://www.bbmac.net> for the most current Field info.



Barnyard Buzzards Pilot Training



Our club is dedicated to the safe pursuit and advancement of model aviation. We offer the newcomer free lessons to learn how to build models and to fly them. If you should have any questions about the club, flight instruction or membership requirements, call any of the club officers. We have a safety checklist available for those new to our flying field.

Use of a computer simulator is advisable. This allows you to practice safely and will end up saving you hundreds of dollars in the long run.

Still, in any case, the best way to learn to fly R/C planes is by finding an instructor to help. Learning on your own can be expensive and somewhat less safe.

We provide instruction for both building model aircraft as well as flying these models. In most cases, a buddy box system is used at the flying field. Experience has shown this to be the safest method to learn.

Those who want to enroll in the pilot training should contact our club secretary: Rick Hanners (360) 668-1312. Pilots already enrolled in the training program are welcome to contact any club instructor to set up lessons.

Current Flight Instructors:
Ron Swift 425 788-6045



Upcoming Meetings

Meetings begin at 6:30 PM
2nd Tuesday

February 11	Alfy's Pizza
March 11	Alfy's Pizza
April 8	Alfy's Pizza
May 13	Club Field
June 10	Club Field
July 8	Club Field
August 12	Club Field

Our Flying Field

Our old field is located east of Monroe on RT 2. Our new field is in Monroe and we'll be planning and developing it over the next few months/ We are flying when the weather is good (even in the cold!) so join us at our meetings and at the flying fields.



Next meeting, **Tuesday February 11th 6:30 PM** at Alfy's Pizza Route 2 in Monroe (see page 9).
Program: Flyzone Beaver—installing the floats and rudder setup



16325 315th Ave. NE
Duvall, WA 98019

Visit Our Website
<http://www.bbmac.net>



Sandy DuVall, Owner
425-788-9824 - b
425-765-1546 - c
sandyd@cablespeed.com
www.DuVallsDazzlingDesigns.com

*Embroidery ~ Sparkle Transfers ~ Personalized Gifts
Photo Items ~ Full Color Crystals ~ Banners & Signs
Full Color Images on Apparel & Accessories
Designs, Lettering & Numbers in Heat Film
Promotional Marketing Items ~ Low Minimums*

GALAXY HOBBY

We Take Your Fun Seriously!



R/C Planes ■ Boats ■ Cars ■ Trains
Plastic Kits ■ Rockets ■ Supplies
Educational Supplies

19332 60th Ave W
Lynnwood, WA 98036

(425) 670-0454
FAX (425) 778-3099

196th & Hwy 99 - In James Village Shopping Center
www.GalaxyHobby.com info@GalaxyHobby.com

HobbyTown USA

1130 SE Everett Mall Way, Suite F
Everett, WA 98208

Phone: (425) 355-8086
Fax: (425) 355-8078

**Your classifieds, photos and arti-
cles can be added here when you
send them to Ron Swift.**