



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.

March 2010
Volume 17 Issue 3

Barnyard Buzzards

Model Airplane Club

AMA Chapter 2953
Monroe, Washington

Next Club Meeting is **Tuesday, March 9, 2010, 6:30 PM** at Alf's Pizza on RT 2 in Monroe (See page 9 for a map).

Program: Corsair Project Presentation



President's Message — Chet Blake

Hey Guys! I hope you had a chance to make it to the NW Model Hobby Expo this year. I have to admit, I had my concerns as to how the turn out would be. I was very pleasantly surprised! A good array of vendors and swap tables galore. It looked like Ron was getting a better than previous year's attendance at the indoor Fun Fly also.

Thanks to all who took a time slot to man booths and help Ron with the set up and tear down.

Congratulations to John for sticking to his guns and promoting an increasingly better Expo. I talked to some of the vendors and there was a buzz that big name vendors will be there next year. Good Deal!

(Continued on page 2)

Inside this issue:

President's Message	1
February 2 Meeting Minutes	1
Safety Corner	5
2.4 GHz Commentary	6
Photos for Fun	7, 8
Fun Stuff	7
Builders Competition	4
Club Meetings, Maps and Field Info	9
Pilot Training Program	9
Club Officers	1

February 2nd Meeting Minutes — Vaughan Houger

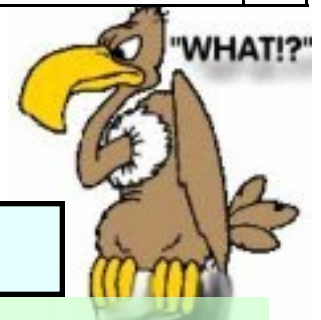
President Chet Blake called the monthly Barnyard Buzzard Model Airplane Club (BBMAC) meeting to order on Tuesday, February 2, 2010, 6:30 P.M. at Alf's Pizza in Monroe. 28 members were present.

The next meeting will be on the second Tuesday of March - Tuesday March 9, 2010, 6:30 P.M. at the Alf's Pizza in Monroe.

President Chet Blake welcomed all who showed up for the meeting. He asked if any guests and visitors were present. There were no new guests or visitors, but it was great to see the members who turned out for the meeting.

A motion was made to accept the January meeting minutes. The mo-

(Continued on page 2)



Club Officers and Contacts

President: Chet Blake (425) 879-2792

Vice President: Jim Reynolds (360) 435-9662

Secretary: Vaughan Houger (425) 788-8616

Treasurer: Rick Hanners (360) 668-1312

Safety Officer: Vince Bell (425) 788-2456

Newsletter & Website: Ron Swift (425) 788-6045

Field Manager: Jay Bell (425) 788-4831



(President's Message continued from page 1)

On field issues..... I talked to Art Grenowegg about three weeks ago - stopped after work one night and we toured the field he might offer. I took the Board Members there the following Saturday and it is a possibility. Art said he'd get back to me in a couple of weeks, he has some issues that he has to work out to see if it can be a full time rent or only seasonal.

I want to bring Dave Mathewson's 'President's Perspective' to your attention. It's on page 5 of this month's Model Aviation Magazine. Lots of topics addressed, but field acquisition and retention are talked about. The importance is Social networking and Community involvement being key in these issues. He also talks about the rumors of 72 MHz going away. There are companies interested in that bandwidth, but the AMA is keeping its law firm on notice to fight to keep those frequencies for the AMA in the future.

Here's a link to an issue that Marymoor R/C is facing <http://www.marymoor.org/>

[RCRuleChange.htm](http://www.marymoor.org/).

It's a noise issue and reportedly caused by a flyer or flyers during the 'Open to the Public' time slots (not a member of the club), disregarding airfield rules.

I wish them well on their course to a resolution. Keep in mind what they are being challenged with. This type of thing is happening all over the States.

See you at the meeting, keep the thumbs lose!

Chet



(Continued from page 1)

tion was seconded. No discussion ensued. A vote was taken and the minutes were accepted.

Chet reminded everyone that dues are required to be paid by the March 9th meeting. Barnyard Buzzard business cards will be available at that meeting.

Chet introduced the club officers. All were present.

President – Chet Blake
 Vice President – Jim Reynolds
 Treasurer – Rick Hanners
 Secretary – Vaughan Houser
 Field Safety Officer – Vince Bell
 Newsletter Editor and Webmaster – Ron Swift
 Field Manager – Jay Bell

Officers Reports

President – Chet Blake asked for the officers to report on events and news for the past month.

VP – Jim Reynolds identified event dates for 2010:

A fun-fly Saturday June 12th. Ron Swift will direct this event.

Open house Saturday July 17th. Chet and Jim will oversee this event

Combat event Saturday August 14th. Scott will be the contest director for this event.

These events are contingent to the club having a place to fly. Also, we need people to help run these events. Food will be made available at these events. However, food will cost extra and not be included in the fee for participating in the event.

Remember the builder's contest is still under way with the May meeting designated as the time for presenting and judging your craftsmanship.

Secretary – Vaughan inquired of members if they were interested in receiving various emails pertaining to the R/C hobby. Vaughan is the contact person for the club and receives email messages with notifications of events around the Pacific Northwest and other information rela-

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tive to the hobby. Members indicated an interest in receiving these messages.

Treasurer – Rick Hanners reported that the Buzzards have \$7,292.10 in the bank. Rick shared that as of tonight's meeting 28 members had renewed their membership.

Safety Officer – Vince reported that an incident occurred at the Freeze-In. Remember to be mindful of the spinning propeller.

Field Manager – Jay Bell reported the field looks good. The Craftsman mower needs some work done, which will be evaluated.

Newsletter – Ron Swift stated hard copies of the newsletter are available. He had plenty available at the meeting for members to take.

Old Business

Field situation. The Barnyard Buzzards are still in the process of locating a new field. President Chet Blake commented that the time is drawing near to begin taking down fences and removing items from Dale's property. Other contacts are still being pursued to determine if there is interest or a possibility of the Buzzards relocating.

Chet suggested conducting a fly-in test at Jennifer's field on Saturday, February 06, 2010 at around noon. Since her field is not manicured it is probably best to use hand launched electric airplanes or even glow combat type airplanes.

In the event the Buzzards do relocate – if only temporary – to Jennifer's field, we do need equipment and help getting the field ready for use. VP Jim Reynolds offered the use of his small tractor – with attachments. Ron Swift might be able to help transport Jim's tractor.

The Northwest Model Hobby Expo is fast approaching – February 12, 13, & 14. Here is the web site for more information: <http://www.nwmodelhobbyexpo.com>. Signup sheets were passed around for members to support set-up, club table, and the swap table. Ron Swift will have arm bands for members working the expo. Swap tables will be set up - \$5.00 fee to display and sell your items.

No New Business

Reminders:

Reminder - Revision to event fees. In the

past, members entering an event were required to pay \$5.00. The fee covered the event and lunch. Now, lunch will not be included in the event fee. Additionally, the person responsible for coordinating the event will be required to collect receipts and money, which will be submitted to the treasurer.

Reminder - Revision to meeting dates. A proposal was made to move the monthly meetings to the second Tuesday of the month. There are several holidays throughout the year that either conflict with our meeting dates or are close enough that attendance is affected. This proposed revision was opened for discussion. A motion was made to move the March meeting to March 9th and the subsequent meetings to be held on the second Tuesday of the month. The motion was seconded, voted on, and passed.

Reminder - Field situation. Again, we are still looking for members to store tables and any other items from our current field location. We are also looking for a truck and flatbed trailer to move the shed. Kevin Craft stated he does have access to a truck and trailer should the time come to move the shed. Thank you Kevin!

Announcements

Builder's Contest: You can be a part of this contest. All you need is the desire to build an airplane, find one to build, submit \$10 to Rick Hanners, and start the building process.

Evening Program: Ron Swift once again stepped up to share his experiences and insights using the Bind N Fly technology from E-Flite using a JR 10X radio. The airplanes Ron used for the demo were the E-Flite micro ultra light P-51 and the Sukhoi Su-26m. Technology advancements in radio control sure have made it easier for the hobby enthusiast to enjoy the hobby. Thank you Ron!

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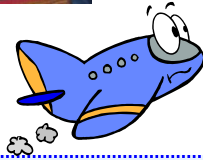
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The meeting was officially adjourned at 7:35 PM.

The next meeting is Tuesday March 9, 2010 at Alfy's Pizza in Monroe at 6:30 P.M.

The club newsletter is available on-line. If you still want to receive a "hard" copy contact Ron Swift at 425-788-6045 or ronswift@cablespeed.com.

Respectfully submitted by Vaughan Houger
BBMAC Secretary.



Builder's Competition 2009-2010 Rules

- Entries can be made by any club member in good standing.
- Each model is considered an entry and will have a \$10.00 fee.
- Payment along with the name of the model can be submitted to any board member or event judge.
- Event judges and ruling body will be comprised of 4 members plus the Vice President.
These members are not yet named, but new judges for each year would be a great idea!
- Judges cannot judge their own plane.
- You must build the model yourself.
- Two main categories (others such as wet fuel vs. other may also emerge as we progress):
 - ◊ ARF
 - ◊ Stick build (plans or kits)
- You must beat someone to win (must have other entries in the same category).
- You can finish the model you previously entered, but didn't complete.
- New models must be started after the May judging club meeting (end of the previous competition).
- Two special awards voted on by the attendees of the May meeting:
 - ◊ In the Bones (award to the best model started, but not finished)
 - ◊ Members Choice Award
- Prizes will be color plaques of the winners and models.
- You must have fun!
- Extra points awarded if the model is flown before the May meeting.
- A write up of the model including the wingspan, weight, modifications, power, etc. would be helpful.
- Questions should be directed to the judges or Vice President, who is the responsible events coordinator.



Safety Corner



I hope everyone has had a safe month. Safety is more a state of mind than a bunch of rules and regulations that are beat into us. Now don't get me wrong, we need to have the rules beat into us on occasion. Hopefully all that is needed is a gentle reminder, not a chopped off finger.

For you guys that don't fly year around and even if you do, personally I tend to fly the same plane most the time in the winter months so the others just sit around. It is time to get the planes out and do a detailed inspection of all the linkages, wiring connections, covering, look for cracked and nicked props and general air worthiness of the airframe. Unplug all the connections and inspect for corrosion.

If you didn't repair the defects as you find them they should have a tag on them identifying the required repair and/or parts that are needed for the repair.

RECYCLE THE BATTERIES and make sure they are up to snuff.

Most people today are using NiMH for their flight packs. Before you use a new NiMH pack make sure you form it. This may take several cycles to get the pack ready to use. There is a product on the market made by Sirius called a Former that will do the job for you.

This I pulled from their website www.siriuselectronics.com (By the way they are at the hobby show each year selling their stuff).

Why do New Batteries Need to Be "Formed"?

Most manufacturers of NiCd and NiMH battery cells skip the last and very important manufacturing step This step is called the "*FORMING CHARGE*" and completes the chemical processes within the battery. It takes 24 hours and cannot be rushed. That makes it expensive and ties up a lot of manufacturing capacity so it is usually skipped and left up to the consumer.

"*FORMING*" also assures that each cell in a pack starts off completely full so it can add the most to the battery cell "team effort". Without

"*FORMING*", a new NiCd or NiMH battery may only achieve **40%** to **50%** of it's rated capacity initially, and may **never** reach it's full potential.

Why fly like that?

The new ***Sirius Pro Former*** by "**Peak Electronics**" is specifically designed to properly FORM new **NiCd** and **NiMH** cells from 100 mAh to 5,500 mAh and is also great as an overnight slow charger.

Just attach a 12 volt supply, select your battery capacity and plug in your battery pack. After 24 hours, your new pack will be completely formed and ready for 3 to 5 fast charge cycles. It will then be capable of achieving all the performance the manufacturer intended, but didn't take the time to build in.

Did I mention RECYCLE THE BATTERIES!!!!

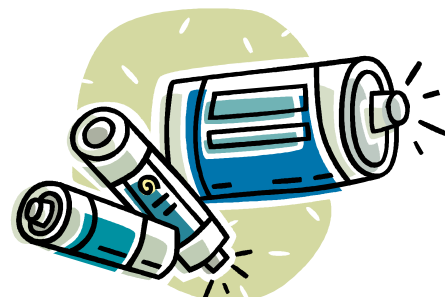
A safe attitude, not a safe altitude, is probably the most important item we can pack into our flight boxes. You can put a ton of safe attitude in your field box and it will not add any extra weight. Conversely you can also put a ton of bad (don't give a rip) attitude into the flight box and it may add more weight than you can image.

Summer is coming, so they tell me, and with more people at the field it is even more important to have the Safe Attitude in the field box.

Remember that Bad Attitudes and Bad Altitude have one thing in common, Bad things.

Be Safe.

Vince Bell
Safety Officer





2.4GHz Commentary

I currently own a JR XP9303 radio and while the new X9503 offers several new features that I wish was built into my 9303, I wouldn't trade one for the other, even at no expense to me. My 9303 offers more choice than the current range of JR models due to the simple fact that it has a radio module that can be swapped out. Not only can it use the 72 MHz synthesized module but also a variety of 2.4 GHz modules – Spektrum, FASST, HiTec, Jeti, XPS, Assan, and whole variety of modules from various Chinese manufacturers.

While Horizon/JR/Spektrum plus Airtronics have moved to eliminate modular radio systems so as to lock customers into buying ONLY their products, Futaba, HiTec, Graupner and numerous lesser known manufacturers, still provide modular radio systems, allowing customers a choice of what to use.

So why would I want anything other than Spektrum in my JR radio?? Because with choice comes the ability to choose something I might consider technically superior, save money with lower cost receivers and have the ability to easily switch to another RF protocol if one is developed in the future.

I recently purchased a Chinese 2.4 radio set for \$75, which included the Tx module and an 8 channel receiver. The company is called FrSky. The radio set is FCC approved, uses a 2.4 hopping scheme very similar to Futaba FASST, has an extremely easy binding system, an equally easy to set Failsafe system for ALL channels and antenna diversity due to 2 antennas whose input is being constantly switched between. The disadvantages are that there are no distributors in the US, no service center available here and they only have a 4 channel park flyer and 8 channel full range receivers available. Of course, the 8 channel receiver only costs \$38 compared with about \$80 for a 7 channel Spektrum receiver.

If you are interested in a review of the system, it can be found here: www.rcmodelreviews.com.

The author of the review also has a video review of the system as well as a flight video of it, both of which can be accessed at the website listed above. The author also recently put the system in a pulse jet model that he flew without incident. A fairly harsh environment, not only due to the pulse jet but due to a lot of metal shielding being in the model.

I recently exchanged out the Castle/Berg receiver in my UHU electric glider for the FrSky 8

channel. A bit of overkill as I currently only use 3 channels in the UHU as it only has rudder, elevator and throttle controls. Before installing the equipment, I opened up both the receiver and the Tx module to examine the quality of the soldering and the components. I work in the aerospace industry as an engineering tech and will just say that the quality of the workmanship was excellent, so I have no qualms about the physical quality of the units I purchased.

The glider flew just fine with solid control. I moved my How High module into the UHU for this test and got to a height of 893 ft. according to it. All I can say is that the glider was a speck in the sky and I'm glad I didn't sneeze! In any case, I had solid control of the glider the entire flight. The manufacturer claims a 1.2 Km range (about ¾ of a mile). My 893 ft is about .17 miles. I know I wouldn't be able to even see it if I was even able to get up to ¾ of a mile, so the range is more than adequate.

I've since converted the UHU back to its original receiver as I plan to use the 8 channel 2.4 FrSky receiver in a 3 meter electric glider. I have also purchased one additional 8 channel receiver for use in something to be determined.

So does that mean I'm abandoning Spektrum? No, because Spektrum does make a variety of receivers that might be a better fit in some areas than the FrSky receiver. I'm also not abandoning the 72 band as I've got lots of models equipped with 72 receivers, I have had few problems on 72 and I don't believe the sky is falling because 2.4 equipment is available.

I do see the advantage of using 2.4 equipment at other fields and at large events where frequency control would probably be much more of a problem with 72MHz equipment than at our field. However, 2.4 equipment has its own quirks and requirements that I'm not so sure that most modelers who have adapted the technology fully understand or are aware of.

In any case, choice is good and there are more choices available than just the system your radio manufacturer has chosen to use, assuming of course that you have a modular radio. Good thing lots of them were manufactured before manufacturers started seeing gold in them thar' hills by eliminating modules and our choice as consumers.

Rick Hanners.....



NW Model Hobby Expo was a success!

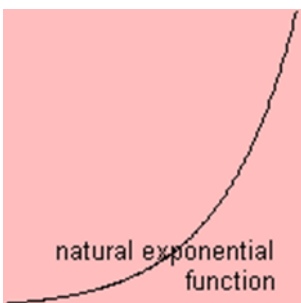


Photos for Fun



Fun Stuff

by Ron Swift



As the term exponential applies to our transmitter functions, this feature allows the point to change the control surface response from linear to a non-linear motion. This will either slow down the movement at center (positive setting for JR, negative for Futaba) or make the center position more sensitive. A setting of 30% provides a linear motion when using circular control arms. 3D setups will use initial values around 25% up to as much as 70% for the setting. I tend to use different settings for the three settings on a JR PCM10X 45% for 3D high setting, 35% exponential for the milder middle position at about 75% control movement and 25% for the greatly reduced 3rd position at 50% control movement. The demo has full control movement set up for these expo values.





600ft



Barnyard Buzzard's Club Meeting

Our club meetings are open to the public. Starting in March 2010, we meet at 6:30 PM on the **2nd Tuesday** of each month at Alfy's 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...

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. We will 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.

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 Rick Hanners (phone number is on the list below) or our club secretary, Vaughn Houger at **425 788-8616**.

Pilots already enrolled in the training program are welcome to contact any of these club instructors to set up lessons.

Current Flight Instructors:

Dean Appell	360 435-7803
Vince Bell	425 788-2456
Rick Hanners	360 668-1312
Ron Swift	425 788-6045
Brian Taylor	425 225-5247



Upcoming Meetings

**Meetings begin at 6:30 PM
2nd Tuesday**

March 9	Alfy's Pizza
April 13	Alfy's Pizza
May 11	TBD
June 8	TBD
July 13	TBD
August 10	TBD

Our Flying Field

The field is located in Monroe on 168th St SE, just north of Ben Howard Rd along Route 203. If the gate is unlocked, feel free to visit! Our web [site \(http://www.barnyard-buzzards.com\)](http://www.barnyard-buzzards.com) has lots of photos of our field.



Next meeting, **Tuesday, March 9, 6:30 PM** at Alf's Pizza on Route 2 in Monroe (see page 9).

Program: **Corsair Project Presentation**



16325 315th Ave. NE
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Visit Our Web Page
<http://www.barnyard-buzzards.com>



Store Hours:
10 - 7:30 M-F
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