



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.

April 2015
Volume 22 Issue 4

Barnyard Buzzards

Model Airplane Club

AMA Chapter 2953
Monroe, Washington



Next Club Meeting is **Tuesday, April 14th, 6:30 PM** at Alfy's Piz-za on RT 2 in Monroe ([See page 9 for a map](#)).

Program: **Bryan's Glider Setup & Flying**

President's Message — Chet Blake

Hey Buzzards, Looks like March came in like a lamb and out like a lion. For us here that's not exactly all that bad, just really wet. Jay was telling me that we had another near record rainfall for the winter (as we looked at the big puddles and sappy wet pit area last

week).

So speaking of that, Len Douma brought his tractor w/backhoe two Saturdays ago. He and his brother, Brian, dug a line across the end of the barn where the water drains off the hillside and across

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March 10th Meeting Minutes — Mark Weeks

The meeting was called to order by President Chet Blake at approximately 6:30 pm with 14 members and 1 guest - Rick's significant other, Pricilla were in attendance. Club Officers were introduced by the club President, Chet Blake:

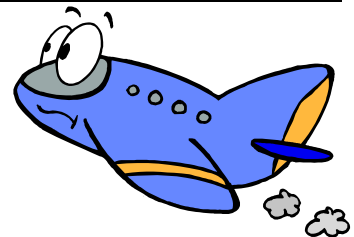
- President** – Chet Blake
- Vice President** – Brian Reightley
- Secretary** – Mark Weeks
- Treasurer** – Ron Swift
- Safety Officer** – Vince Bell
- Field Manager** – Jay Bell

Webmaster – Ron Rueter
Newsletter Editor – Ron Swift

Chet called for additions or corrections to the minutes as published on the web. The minutes were approved.

Don't forget a current 2015 AMA card is required to gain or continue membership and fly at any chartered field such as ours.

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Club Officers and Contacts

President: Chet Blake (360) 863-2953

Vice President: Bryan Reightley (360) 668-6075

Secretary: Mark Weeks (425) 328-5705

Treasurer: Ron Swift (425) 788-6045

Safety Officer: Vince Bell (425) 788-2456

Newsletter Editor: Ron Swift (425) 788-6045

Field Manager: Jay Bell (206) 234-7786

Website: Ron Rueter (425) 210-3911



(President's Message continued from page 1)

the driveway to drain just to the north end of the runway. This past Saturday it was still draining a steady flow. We hope it helps cure some of that bog area.

Last Saturday we fertilized the field in efforts to feed and maintain the grass that we fought so hard to get going last fall. As it has been lately, it's really wet out there but certainly flyable. As we all know and I've been saying "It's a work in progress" and the work parties will be coming this season. Don't let the wet issues dampen your spirits. Get out there and fly!!

BTW, next month is the conclusion of the Builder's Contest. For that \$10 entry you can receive unbelievable bragging rights and a gift certificate!!

For our April meeting program, Bryan will be pre-viewing his 2.9 meter Mystique glider with air brake at-

tachment for you all.

See ya at the meeting,
Chet



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Reports

Vice President – Brian reported on the board meeting and the list of events planned for 2015 (see new Business). The horse may be leaving sometime this summer as its owner is looking for a new place.

We are looking at the Boy rather than the Cub Scouts for merit badge training.

Scout Camp will be from July 5th through Aug 18th, so the lake use will be off limits during that time.

We have an OK to cut down the cherry trees and save the wood for Ranger Dave.

There is a plan to relocate the porta-potties out of the barn and if needed a privacy wall erected.

Secretary - The membership level at the present time is 26 members all who have paid for 2015.

Treasurer – We are financially doing well, all bills are paid. We have money budgeted for field improvements, and other needs. There are Gold Leader pins available for purchase, \$3.00 ea and some 10 Leader patches still available.

Safety Officer - Vince reminded us to all be careful, and that the electrics need a little more caution as they can start props spinning quickly and without much notice or noise.

Newsletter Editor – Hard copies of the newsletter are available

Field Manager – The field is dryer and is ready

for some spring fertilizing. Jay will be purchasing some and set up a plan to get it on the field.

Old Business

A motion was brought forth to name our field after Rick Hanners. Motion was seconded and passed. 'Hanners Memorial Field' is the new field name.

We received our Gold Leader notification, and a motion was brought to purchase 25 pins. Pins will cost members \$3.00 each

The banner used at the Expo does have Barnyard-Buzzards.com listed as our web address, but it is forwarded to BBMAC.net, so either way will get to the current site.

New Business

Board meeting this month to plan events, some ideas:

May 12th - Builders Contest

May 23th - Float Event (both in the air and on the water) Lets hope planes are in the air and not under the water

June 20th - Club Auction and Open House

July 25th - Fun Fly

August 29 - Combat

September - Still open

October 13 - Rebuilders contest - And for those who were at the field Saturday, I

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now have one to enter
November - Open
December 12th - Christmas Party
January 2, 2016 - Freeze In

Jay has been commissioned by the board to have a sign made "Hanners Memorial Field" to be dedicated on the June 20th event.

Pylon Races – Paul has volunteered to look into rules and how we can adapt them for our field and needs

Gate Combo – The combo to the gate has been changed and sent to the paid members.

ID cards - There are new 2015 ID cards now printed and I will get them to each of you.

Field Project List - Jay presented his proposed project list and we discussed the ideas. I will send out work-party invites as needed. If you see an item that you wish to do, please contact Jay or myself and we will help facilitate it.

There was a motion to allocate \$1,000.00 for field improvements in addition to the \$300.00 left over from the late fall, early winter project fund. Motion was seconded and approved.

Program:

Jay Bell shared his ME109 and Stuka both from FMS Models. Nice looking planes and as reported they handle well even in a light wind.
Thanks for Sharing Jay.

Adjournment: 7:45 pm

Respectfully submitted , Mark Weeks,
BBMAC Secretary



Buzzards Membership



With a grass runway measuring at least 417 feet long, we have a great new facility. Our field is being improved every month and we have a plan to make it even better!

We have planned many exciting events for 2015 that include a Fun Fly, Combat, Water Fun and more!

We voted on our budget for 2015 and the dues for 2015 are \$90.00. See [page 7](#) for our membership application.



Safety Corner

“It won’t happen to me!”, is one of the mind sets that gets us into trouble. We have all read and been lectured to that when working with and around an airplane to be extra careful. What brings this to mind, of all the stories that I have heard about removing the propeller or otherwise disabling the motor of an electric airplane. It should be done, regardless of whether working on the motor end or the elevator end or any part of the aircraft.

In my **“it won’t happen to me”** case, I was having trouble with the ailerons on my little electric Twist. All I did was reach over to reposition the plane on the bench when the motor started and the propeller tried to take a bite out of my thumb. I had bumped the throttle lever on the transmitter in the process of moving the plane, and yes it did take a bite out on my thumb, which wouldn’t have happened had I removed the prop or had disconnected the motor wires to disable the motor.

It has been three years since one of our members had a serious mishap – it was while flying at the Arlington Eagle’s field that required a trip to the emergency room.

The nature of the incident was the most common we as RC flyers have - that of trying to get hands, fingers and other body parts to occupy the same space as a turning propeller. Interfac-

ing with a spinning propeller is the one thing that will ruin your day quicker and more painfully than any other.

*We are all taught **never** to reach across the propeller for any reason - yet we do and most of the time we get away with it. That is just what this fellow did on that faithful day and didn’t get away with it. He is healed now and has been one of the regular Saturday morning flyers.*

Remember: make all your adjustments from the back side of the propeller and if possible with the engine not running.

Never reach over the propeller to pick up your airplane. Electric guys this pertains to you too. Treat your electrics as if they are running until you have the battery disconnected.

Another thing that this incident brought to light was, when flying at a strange field, know where to get emergency care if needed. At the new field the closest medical facility is in Monroe about 13 miles.



Be Safe
Vince Bell, Safety Officer





SIG Kadet Senior

By Ron Swift

The KADET SENIOR is the result of Hall of Fame designer Claude McCullough's 50+ years in the model airplane hobby. As previously mentioned, I had flown my Expo purchase with the designed dihedral, rudder, and elevator controls. I really didn't like the way it flew. So I decided to lower the dihedral (a lot!) and add ailerons.

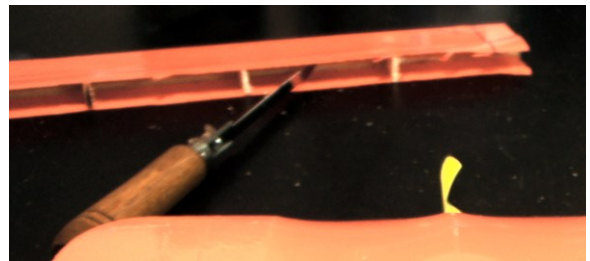
How does it fly now? Great! Other Buzzards commented that it now flies like Bryon's glider. With three programmable differential settings for the ailerons, it is much easier for me to fly, too.

I started out using my table saw and cut the wing into two parts, just off center (I didn't want to cut through the center rib). I also used the table saw to cut the ailerons on each side. I used a small hand saw to finish the aileron cutout. Then wood was glued to the ailerons and the new trailing edge and hinges added. The wing was sanded using a T-bar to lower the dihedral angle (sanded the bottom edges so the wing joined with about a 1-1/4 inch dihedral).

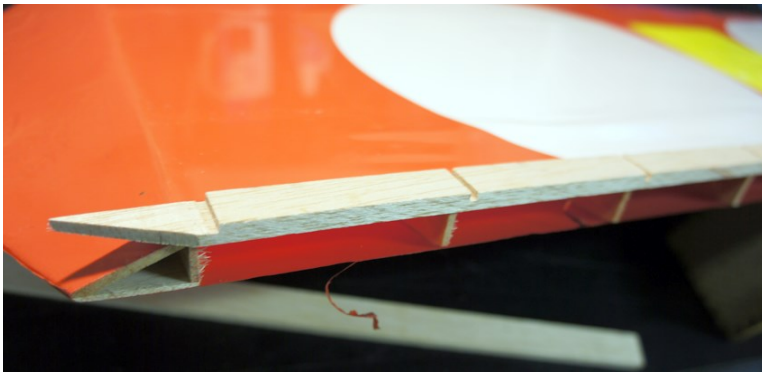
The new spar braces and wings were glued with a composite of epoxy, carbon fiber, and fiberglass. The joint is very strong. Aileron servos were added, too. Here's some photos...



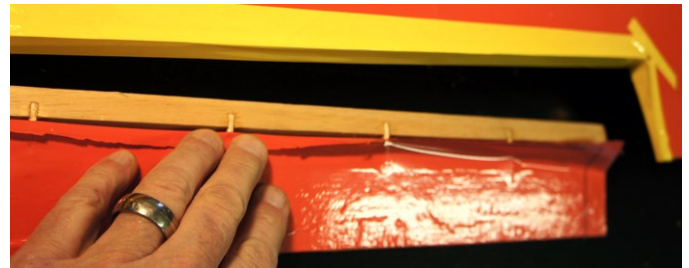
Table saw cut and dihedral angle sanded. Hole made new for braces.



Hand mini saw used to finish cut the ailerons.



Using the table saw for the new trailing edge/aileron mount.



Aileron leading edge cut from balsa. Table saw slots, too.



Pockets for the ailerons—How did the size get selected? If it looks good it will fly well—by eye of course!

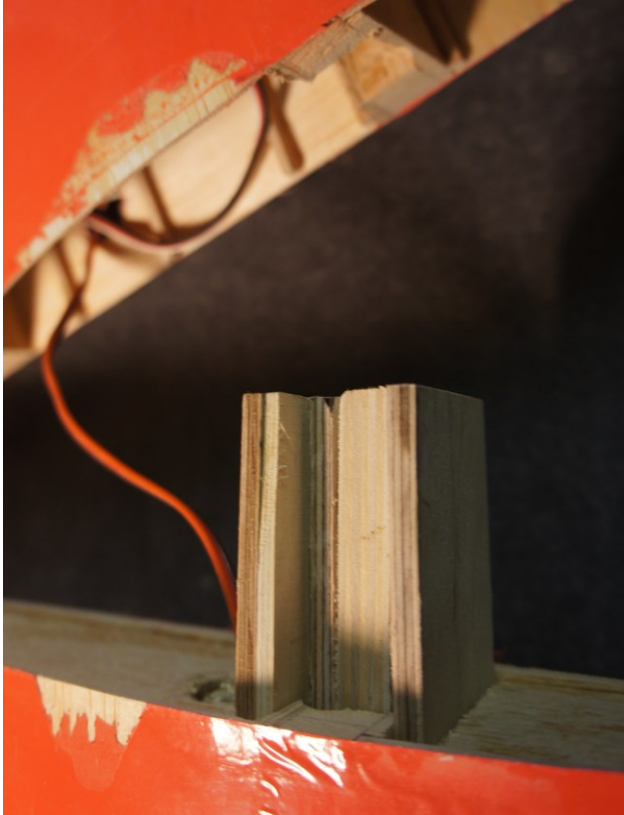


After covering the new wood, the hinge slot tool used to make slots and CA hinges installed. The pins help locate the center of the hinge and let the CA wick between sides.

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SIG Kadet Senior



Birch Plywood Braces along existing dihedral braces.



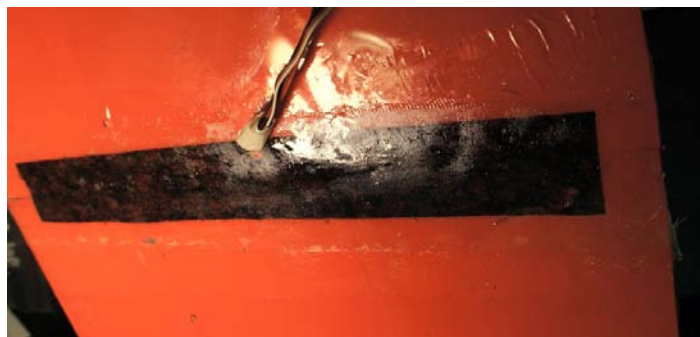
Lots of 120 minute Epoxy and patience while it sets!



120 Minute epoxy was used to glue the dihedral braces with weights, clamps and two Robert Incidence meters used to hold the position of the wing halves.



Top side of the wing —weights and clamps to hold the position of the wing halves.



Heat, acid brush, carbon fiber, fiberglass , and epoxy on the bottom side.



Push rods and control horn installed at 90 degrees



Success! It flies better than ever and glides really, really well!



Name: _____
 Address: _____
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 State: _____ ZIP _____
 PHONE: _____ AMA # _____ YEARS MODELING: _____

E-MAIL ADDRESS: _____
 RADIO FREQUENCIES 2.4 GHz 27 MHz 5.8 GHz (video)
 72 MHz and channel # _____
 50 or 53 MHz (HAM) Frequencies _____

MODELING EXPERIENCE (INCLUDING PREVIOUS CLUB MEMBERSHIPS)

PRIMARY INTERESTS/SKILLS:

- BUILDING ELECTRONICS PAINTING CONTEST DIRECTOR INSTRUCTOR
- COVERING CONTEST JUDGE DESIGN/EXPERIMENTAL SCALE SPORT
- PATTERN IMAC HELI QUAD/HEX

Month Born:

- January
- February
- March
- April
- May
- June
- July
- August
- September
- October
- November
- December

By accepting membership, I hereby agree to abide by the rules, By-Laws and regulations governing club flying and related activities, and will maintain current membership in the Academy of Model Aeronautics (AMA) for as long as I actively participate in said activities with the club.

In consideration of my use of the club flying facility, I agree to indemnify and hold harmless the land owner, the members and officers of the Barnyard Buzzards Model Airplane Club, Inc. from and against all claims, damages, losses and expenses, including reasonable attorneys' fees in case it shall be necessary to file an action suit arising out of my presence and use of the flying site, which is for the bodily injury, illness, or death, or for property damage, caused in whole or in part by my negligent act or omission

SIGNATURE: _____ DATE: _____

Please mail check for \$90.00 and a photo copy of your current **AMA** membership to:

Ron Swift
 16325 315th Ave NE
 Duvall, WA 98018 (425) 788-6045
ronswift@cablespeed.com

One of the club officers will contact you, once your application has been reviewed. It is recommended that you attend one of our club meetings and/or stop out at our club flying field so that you'll have a chance to meet some of the club members and allow them to meet you.



Flying at Camp Edward



Plane Rescue Team!



Moving the farm equipment from the hillside.





25600 Monroe Camp Road, Snohomish, WA



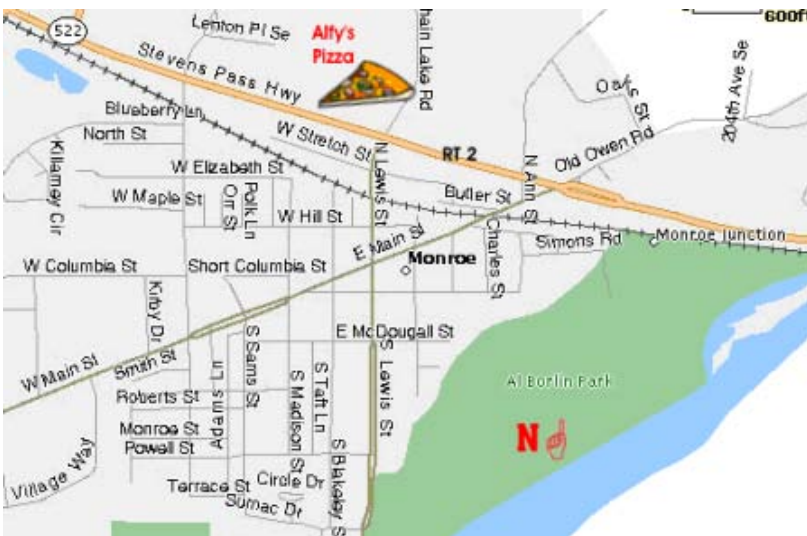
Camp Edward is located near Monroe, Washington in Snohomish County. The most common route is from Highway 2 in Monroe near Albertson's. Turn north onto Woods Creek Road. As you travel north on Woods Creek road, it will come to a Y intersection, stay to the right (Yeager Rd).

*** **If you go the the left as shown by MapQuest** , make sure you take the next right to stay on Woods Creek Road. Then stay to the left at the intersection where Yeager rejoins Woods Creek Road, be careful as oncoming traffic does not stop ***

Yeager will rejoin Woods Creek Road at a 4-way intersection. Stay straight-ish, not a hard right, be careful as oncoming traffic does not stop. In a few miles you will pass the entrance to Camp Pigott. Keep going.

Turn right at the "T" intersection with Lake Roesiger Road. At the next "Y" intersection, stay right, onto South Lake Roesiger Road. Turn right at Monroe Camp Road, The Lake Roesinger Store will be on the left. In about a mile, the road will fork again, stay straight. After a short distance you will see the Red Barn and our gate. Our parking is past the gate on the East side of the barn.

Alfy's Pizza (our meeting place) is along RT2 in the plaza.



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 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 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.

Upcoming Meetings

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

April 14	Alfy's Pizza
May 12	Club Field
June 9	Club Field
July 14	Club Field
August 11	Club Field
September 8	Club Field

Barnyard Buzzards Pilot Training



Our club is dedicated to the safe pursuit and advancement of model aviation. We offer all members 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.

Current Flight Instructor:

Ron Swift 425 788-6045





Next meeting, **Tuesday April 14th 6:30 PM** at
Alfy's Pizza along Rt 2 in Monroe (see [page 9](#)).
Program: **Bryan's Glider Setup & Flying**



16325 315th Ave. NE
Duvall, WA 98019

Visit Our Website
[http://
www.bbmac.net](http://www.bbmac.net)



Sandy DuVall, Owner
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425-765-1546 - c
sandyd@cablespeed.com
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can be added here if you send them to
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ronswift@cablespeed.com