



Buzzard Droppings



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 2018
Volume 25 Issue 4

Barnyard Buzzards

Model Airplane Club

AMA Chapter 2953
Monroe, Washington

Next Club Meeting is **Tuesday, April 10th, 6:30 PM** at Alfy's Pizza on RT 2 in Monroe ([See page 9 for a map](#)).

Program: Transmitter programming and channel mixing



President's Message — Mark Weeks

We've all heard the old saying, "April showers bring May flowers". The truth be told I'm only out for the hot kind of showers *inside*, and a lot less of the RAIN, SNOW etc., outside mucking up the flying fun, so here's hoping it's a nice one (April that is...)!

I was in Coeur d'Alene last week I am glad that we have the weather we have, since they are still fighting snow, heavy winds and rain. While talking to some guys out east, they told me that they don't even think about spring until

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March 13th Meeting Minutes — Chet Blake

President Mark Weeks called the meeting to order at 6:30 PM
President Mark Weeks Introduced the Officers--- Ron Swift - Treasurer, Chet Blake – Secretary, Don Bailey – Safety officer, Vince Bell – Vice President, Mark Weeks- President

14 members present

Additions or Corrections to the minutes – None - Motion, & 2nd to accept as posted - passed.

Officers Reports

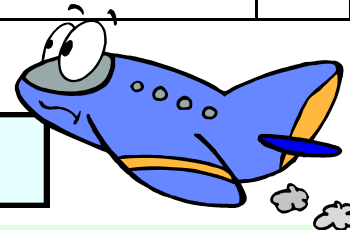
Vice President – Vince announced the upcoming event dates. 4/21 Night Fly, 5/19 Glider Event, 6/12 Builder's Competition (at meeting), 6/23 Fun Fly.

Treasurer- Club funds are in good shape and membership dues are coming in at the meeting.

Secretary- Currently we have 36

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Club Officers and Contacts



President: Mark Weeks (425) 328-5705

Vice President: Vince Bell (425) 788-2456

Secretary: Chet Blake (360) 863-2953

Treasurer: Ron Swift (425) 788-6045

Safety Officer: Don Bailey (425) 350-9557

Webmaster: Ron Rueter (425) 210-3911

Field: Jay Bell (206) 234-7786/ Bryan Reightley (206) 940-0638 Newsletter Editor: Ron Swift (425) 788-6045



(President's Message continued from page 1)

the END of April. I took a plane with me, but there was no chance to fly due to the poor weather. As I was sitting out a snowfall, I got a couple of texts letting me know that there were members flying at our field. We are lucky that we can fly all year long where other parts of the country are limited to indoor flying or just watching out the window waiting for their nicer weather.

Since it is April and time to get things a good start for the growing season I think a work party is in order as it was discussed last meeting. Jay and Bryan will schedule something this month. Also happening **April 21st**, we will have our **1st Night Fly** event of the year. Make sure you come out and participate or just hang out and watch, it is an enlightening event.

A few weeks ago, I had brought our newest Buzzard (who just so happens to be my granddaughter) out to the field to start her flying journey. We started off with the preflight, went over the radio controls one last time, I handed her the radio and placed my fingers over hers and off we went. It was great, (or so I had thought) after she'd made a couple of rudder turns and even

landed the plane, on its wheels, no less. Len Douma had come down from the other end of the field and instinctively knew that I had pinched her thumbs - I never once thought about the pressure I had been placing on her tiny thumbs but he already knew and that seemed to make things all OK with her. The thoughtfulness he showed is what I think this club and members is all about.

Luckily, I didn't scare her off from flying and she asked if we could go again the next weekend. Of course, I said YES. Another excuse for a day at the field spending time with the Buzzards. The following weekend she was even carded by Vaughan for her membership, which made her feel very important. This is just a couple of examples of how the members we have never ceased to amaze me and why I can't stop bragging about what a great club we've got.



(Continued from page 1)

paid members with the most recent member, Annabelle Vollema

Dues of \$90 final cut off is end of business tonight. The Club needs members to pay dues on time so future Club business and actions can be set up knowing what we have available.

Safety – Don talked about standing behind the plane and holding the tail for a power take off then move off the field. This is not good practice if other planes are in the air, since a dead stick could occur at anytime and dead sticks are emergency landings and take priority. Use good sense when out there and call out intentions such as 'Taking off to the north (left) or south (right)', 'On the field', 'Clear', 'Landing', 'Low Pass', etc.

Field Manager – Jay couldn't be there but Bryan stood in as Assistant Field manager and reported that the BBQ cover that Jay kitted needs to be installed. As better weather rolls in we should put up the other car port in line or next to the original one.

The Barn upstairs is off limits. The Scouts have dragged out the heavy farm implements and screwed the upper doors shut as they are worried about the condition of the floor.

Newsletter Editor - Hard copies available and

your input is needed. Please send Club interest and event pics to Ron Swift and Ron Rueter
Webmaster – Always looking for input, pics and Club news.

OLD BUSINESS

Ron Swift brought up that the 4 planes and items donated to the Club by Dick Broderson's widow has raised appx. \$1058 for our favorite charity. Awesome !

RC car/truck effort. Dart is getting pricing info on the type dirt we should use, recommendations from his friend Evan who is really into stadium short track racing. Mark mentioned that he has processed and talked about all the ideas, suggestions and concerns with the membership on the RC Car front and has decided to just enjoy it within the Club for a while and feel it out.

FYI, the AMA Insurance does indeed cover R/C car events and sessions, same as our planes and drones.

Mark noticed that there's a solid small pole building with cement floor west and down over the hill from the barn. It could possibly be the beginning of a lockable shed to get our stuff out of the barn and to a dryer building.

Pallets on Lost Plane Lane need to be re-anchored together after the rains subside and things drain off a bit. The high waters have floated them south and broken away from the original path.

There's quite a mound developing on the north end of the runway. Will discuss with Lenny when there's a list of work worthy of him bringing his tractor.

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(Continued from page 2)

It was discouraging that the AMA District XI Vice Pres nor any Officials show up at the North West Model Hobby Expo. There were a lot of questions why. 2 past VPs were there and had no reason why wither. Mark suggested to write the AMA and complain. Chet said he'd draft a letter and send it to the AMA Public Relations.

Mark personally thanked Ron Swift and Ron Rueter for keeping the newsletter and website running and always bringing in comments, along with the Face Book Page

We need to organize a work party for the lake area.

The need has risen about getting a storage shed or container

NEW BUSINESS

Dues are due by end of meeting.

Mark and Chet wrote letters to AMA public relations about the lack of AMA presence at the NW Model Hobby Expo. The new VP, Brian Wood gave Chet a long letter that basically said he didn't feel it was worth it. He had to plan out the money allotted and was going for the best bang for his buck and the NW Model Hobby Expo wasn't it". Chuck Bower and Mike Mosberger were surprised that the AMA wasn't represented at the Expo.

Ron brought up that he and Sandy are considering a Swap meet in Duvall the weekend of July 6, 7 & 8. Possibly held at the Duvall Park or on Main Street like the quilt show Duvall has in the summer.

Vince brought up various ideas and suggested rules for the Builder's Competition, i.e., the model should have been started in this Builder's year (from last June to this June) keeping them new models, not re-skinned models, etc. Vince to send out rules via email.

The storage shed Mark had talked about at last meeting has been commandeered by the Scouts to keep the heavy equipment that was in the upper barn. This was a safety precaution by the Scouts.

ALSO, the upper part of the barn is off limits!

The barn doors are screwed shut to keep curiosity seekers out, the floor is very bad. This led to a discussion about buying a shed or a container? Also where it might be placed and the ground work required to get a site ready. More to come as to what to buy and where to put it. Bryan suggested that it might fare well for us to get something that looks similar to the other buildings at the Camp.

Mowing season is coming on fast. Mark will talk to Jay about getting the web based Appointment Genius up and running for sign ups. This is EVERYONE'S Club, please support it and sign up for a grass cutting time. The program will be on the Club website.

The AMA launched an initiative to educate new and seasoned pilots with the new advertising campaign titles "Even the Sky Has Limits: Learn the

Drone Laws". It can be found at <http://suas.modelaircraft.org/> This covers both commercial and recreational drone flyers. The purpose is to educate new and seasoned drone pilots about 2 options available, the course info and the consequences of civil liability. The first option is the default law for FAA Part 107 regulations, also known as the UAS Rule. The second part is the only exception to the Part 107. That exception is the Special Rule for Model Aircraft and adhering to safety laws as designed by a community based organization such as the AMA. Check it out!!

Mark asked if we needed flight instructors for Fixed wing, Heli, Drone and other? Ron reminded that he and Chet are fixed wing instructors, Mark has listed Paul Dibble as Heli, and there are a few knowledgeable members with some good drone experience.

Mark had been asked about videoing the programs and put them on the web or face book or both for the members and guests that can't make the meeting. This will be considered!

Program – Mark brought in his newly purchased FMS Firefly. A very creative open cockpit, led lit aircraft that has the ailerons on the ends of the wings. LED patterns and colors can be changed to individual designs or creations. Steve Anderson was familiar with the model and said it flies very nice and even mellow if throttle control is in ones' flying habit. Mark said he'd like to promote more show and tell and encourages members to bring in projects and planes.

Announcements or Comments – Pro Aerial League Drone Racing event is being held at the Angel of the Winds event center (Comcast arena) in Everett at 4:00 pm, Sat. March 17.

Next Meeting program – Transmitter programming and channel mixing by Dart Sharp.

Motion to Adjourn: 7:32 pm.

Respectfully submitted by Chet Blake,
BBMAC Secretary





Safety Corner



Don Bailey

“Rough Air Flying”

If you’ve ever been on a commercial flight and felt some hard bumps from unexpected turbulence, you know to expect to hear the obligatory chime on the overhead speaker, followed by the pilot’s voice announcing the well-worn words “Return to your seat and fasten your seat belt”. I’ve been on my share of airline flights, but I can recall only one time where I was glad I had my seatbelt on. My food tray ended up in the aisle, and one flight attendant landed on her keister! That was a wild ride!

Most of us model airplane flyers tend to avoid the really windy days that can happen now and then, but there are times, especially at this time of year with unsettled spring-like conditions, where a good blow can suddenly appear seemingly out of nowhere, and we must do our best to control the airplane and get it back down on the ground safely. A constant breeze can be managed, if we know enough to stay upwind and avoid the wind shadows behind buildings and trees, but gusty, turbulent air can really catch a pilot off-guard if he is not paying attention.

How well you can manage bouncy air has a lot to do with the maneuverability of the airplane you happen to be flying. I find I can handle quite a few jolts if I’m flying an aerobatic airplane or a heavy warbird, but it’s quite a different story when I am flying my big, lightweight “gasbag” two-channel gliders, with no ailerons and just the rudder and elevator to keep things level. A big floater like this, with its long wings and light wing loading, can really be at the mercy of the winds, and the difficulty of maintaining proper attitude in flight is only surpassed by the challenge of making a safe landing, where the likelihood of catching a wingtip and tumbling in a giant spar-cracking cartwheel is at its greatest.

Regardless of the type of airplane you are flying, there are several things you can do to help the situation when flying in gusty conditions. The first is to switch your dual rates to full throw. When a gust tosses your airplane sideways, you will want lots of control throw to counter it. This may make the airplane seem even more ‘twitchy’ in the already bouncy conditions, but soft controls will be ineffective in resisting the upsetting effects of turbulent air.

Another thing you want to do is to keep your speed up. Again, this is for better control authority. By flying faster, you are providing more airflow over the control surfaces. Flying slowly in turbulent air is

an all-around bad idea. Flying too slowly, especially in turns, can lead to an inadvertent stall, as the upcoming air of a vertical gust effectively increases the angle of attack of the wing. This is particularly important during landing, where you not only need maximum control authority, but also where you need to push against the strong headwind, and ensure against tip stalls when getting close to the ground. Depending on the instability of the air on final approach, you may get things a bit crossed up. Don’t be proud—go around! Aborting a bad approach is a sign of good piloting judgment! Be aware that your downwind leg will happen much faster, due to the increased groundspeed of the airplane, and you will want to start your base leg turn sooner than you normally do. Remember that a good, stiff headwind can lead to a steep, sluggish approach, especially if you are keeping the nose down against the breeze. Keep the power on if you need to, and fly the airplane onto the runway. With a strong wind, you will not generally need to flare before touchdown.

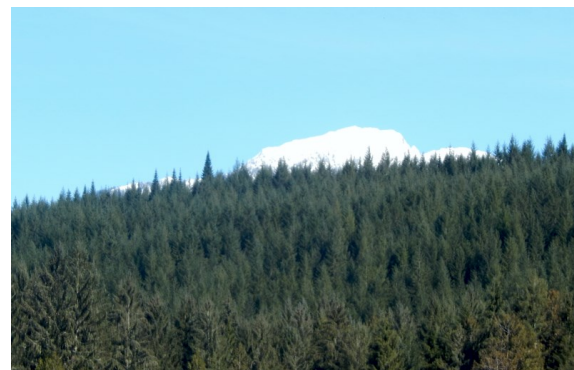
I have landed in desert winds in Utah that were so stiff I could not taxi the plane back to the pits for fear of being blown over. I had to run out and hold the plane until the gust mellowed out, and then shut down the engine and walk the plane back, holding it nose-first into the wind. One time, I took off, climbed to pattern height, chopped the power, and landed at the far end of the runway without ever changing heading! Not exactly my idea of a fun day for flying! We are lucky to live in an area where anything more than five knots is considered a windy day!

Until next time, be safe and have fun! --Don Bailey, Safety Officer





Our Active Club!



From the Shop



Hi fellow modelers! This is a new feature in our newsletter. The idea is to share some works in progress that our members are working on. This month, a couple of giant models are featured.

On the left is a model called "**Ol Tiger**". I has a wingspan of 75-inches and has a 3W120iB2 gasoline engine mounted on front. This wind thruster features a 28x10 wood propeller and 4-inch Tru-Turn spinner. Custom aluminum mufflers are being crafted for the new maiden flight. A Reno race model purchased at the 2018 NW Model Hobby Expo swap meet.

The right side photo is a 12-foot wingspan Pseudo-Telemaster. It was purchased from a modeler in Puyallup. It now features a 12 channel receiver, a ZDZ 80B2RV twin cylinder gasoline engine with ailerons, flaps, glider tow release and more. The "Cub Z" fuselage emblem will be replaced with a screaming eagle graphic soon on both sides. Not sure if it will feature a custom cowl or not. The fuselage will not fit in the back of a 8 foot truck bed with the door closed, so a trailer will have to bring the model to the flying fields.

Hey, send your photos and short write-ups to the "Rons" for our website and newsletter. We won't mention the modeler or location to preserve privacy, but it sure fun to see the models .

Ron Swift



2018



Name: _____

Address: _____

City: _____

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: _____

Full Membership: \$90.00
Family Member: \$45.00
Student Member: \$25.00

Please mail check and a photo copy of your current AMA membership to:
 Ron Swift ronswift@cablespeed.com
 16325 315th Ave NE
 Duvall, WA 98018
 (425) 788-6045

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.



Donations and Annual Club Auction

Just an update of Chuck Fredricks and family donation items...

The Global Skylane Intermediate Trainer was the first of the models that have been completed. A donated OS 80 four stroke engine was rebuilt and mounted on the firewall, a 2.4 GHz receiver was added. Also, a 2000 Mah 4.8 V battery (the installed JR NES-507 servos are not rated for 6.0 VDC) was added along with a new power switch, new rudder and elevator control surfaces, a new homebuilt windshield and more...

All of the control surfaces were connected, the model balanced at 25% MAC. The completed model was test flown and it flies great! A new cowl would cost \$26.00 plus shipping—available from Fiberglass Specialties, Inc. The new owner might want to add this... The photo below is of the completed model.

It will be stored now until someone buys it or auctioned at our club Open House and Auction July 14th.

Coming up next, I volunteered to repair one model, a trainer, and set up a date for his grandchildren to fly them. Also, Don Bailey is re-covering a U-Control model and I have purchased a Cox TD 049 engine for it with LOTS of the **PERFECT** fuel tanks to choose from. One of the daughters and Chuck used to fly this particular model together (a few years ago). They wanted to fly it or see it flown again if possible...

We will have these and other auction items available at our Annual Auction, July 14th starting at 10:00 AM at the club field.



Buzzards Membership

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

We have many exciting events for 2018 that include a Fun Fly, Night Flight, Water Fun and more!

Use this page for applying for membership. Our events are a lot of fun to participate in and to watch, too! There is usually food involved. Come on out and see why we are so excited to share the modeling experience: Gliders, drones, boats, and a lot more.

Photos below are from our meeting last month. Left one: model presentation. Right: Our Raffle!!!





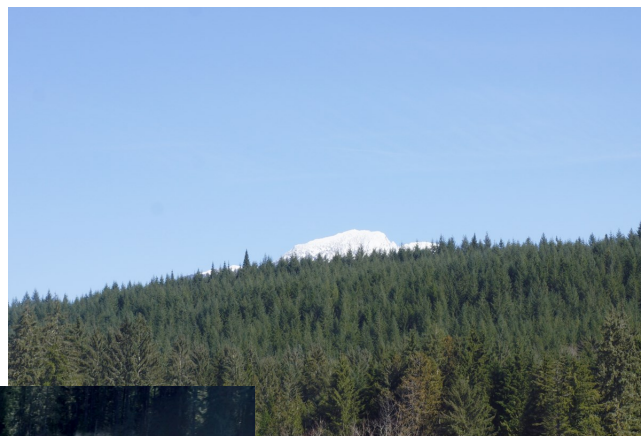
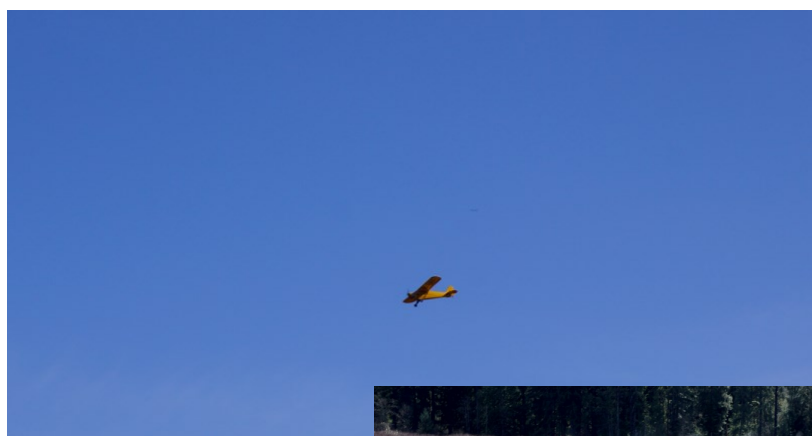
Upcoming Events

The public is always welcome to come and check out our events free. All AMA pilots are welcome to participate in these events. There is usually a \$5.00 pilot's fee or a donation can for all events. We will have food and beverages available for each of the flying events.

April 21	Night Fly 1	Club Field	Starts at 6:30 PM
May 19	Glider Fun	Club Field	Starts at 10:00 AM
June 9	Floats & Boats 1	Club Lake	Starts at 10:00 AM
June 12	Builder's Contest	Club Meeting	Starts at 6:30 PM
June 23	Fun Fly	Club Field	Starts at 10:00 AM
July 14	Auction/Open House	Club Field	Starts at 10:00 AM
July 28	Drones/FPV	Club Field	Starts at 10:00 AM
September 15	Floats & Boats 2	Club Lake	Starts at 10:00 AM
October 6	Combat	Club Field	Starts at 10:00 AM
October 9	Rebuilder's Contest	Club Meeting	Starts at 6:30 PM
November 10	Night Fly 2	Club Field	Starts at 6:30 PM
December 8	Christmas Party	Scout Lodge	Starts at 2:00 PM
<i>January 5, 2019</i>	Annual Freeze-In	Club Field	Starts at 10:00 AM

See the map on page 9—Guests are always invited to every event!

Our Field





25600 Monroe Camp Road, Snohomish, WA

Barnyard Buzzard's Club Meeting

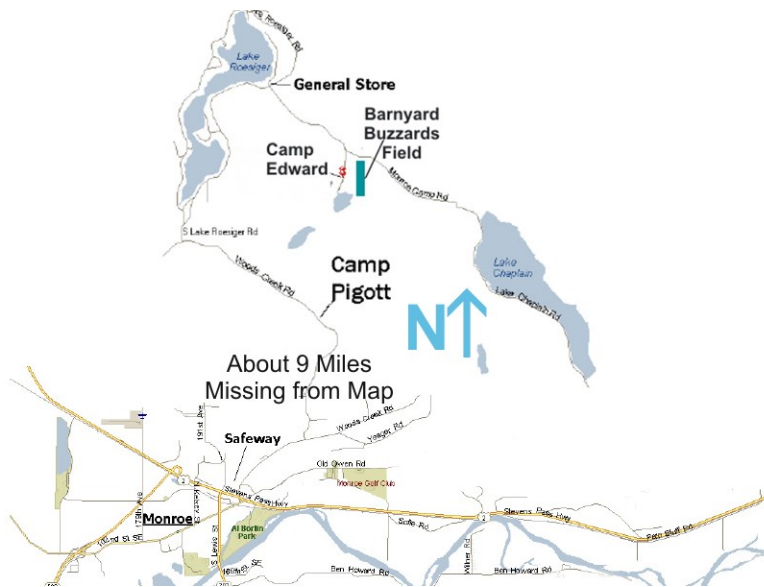
Camp Edward and the Hanner's Memorial Field are located north of Monroe, Washington in Snohomish County. The most common route is from Highway 2 in Monroe near Albertson's. Turn north onto Woods Creek Road. As you travel north on Woods Creek road, it will come to a Y intersection, stay to the right (Yeager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

If you go the 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 at Lake Roesiger Road. At the next "Y" intersection, stay right, staying on South Lake Roesinger Road. Turn right at Monroe Camp Road, (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. It seems complicated, but once you come out, you'll see it is an easy drive...
—>Alfy's Pizza (our monthly meeting place) is along RT2 in the Staples plaza near the new Harbor Freight store.

Our club meetings are open to the public. 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. 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.

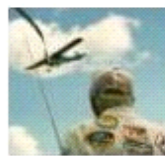
Then, a **Show & Tell** and **raffle** conclude the meeting, which ends at around 8:30 PM.



Upcoming Meetings

Meetings begin at 6:30 PM	
2nd Tuesday	
April 10	Alfy's Pizza
May 8	Alfy's Pizza
June 12	Alfy's Pizza
July 10	Alfy's Pizza

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

Current Flight Instructors:

- Chet Blake (360) 863-2953
- Paul Dibble (425) 359-1808
- Ron Swift (425) 788-6045





Next meeting, **Tuesday, April 10th 6:30 PM** at
Alfy's Pizza on RT 2 in Monroe ([see map on page 9](#)).
Program: Transmitter programming and channel
mixing



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Duvall, WA 98019

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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



Sandy DuVall, Owner

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sandyd@cablespeed.com
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