



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 2019
Volume 26 Issue 4

Barnyard Buzzards

Model Airplane Club

AMA Chapter 2953
Monroe, Washington

Next Club Meeting is **Tuesday, April 9th, 6:30 PM** at Alfy's Pizza on RT 2 in Monroe ([See page 7 for a map](#)).

Program: Buddy Box Setup—Wired and Wireless



President's Message — Mark Weeks

Hey Buzzards, I've really struggled this month coming up with this message. Spring is here and we have already had some nice flying days. We're making good progress on the container, or at least Jay and Bryan are, so a big "thank you" for that. The grass is greening up and

getting ready for its first mowing of the year. So what is it that has me struggling for something to share? While sitting out at the field the other day enjoying the sun, great field, fantastic fliers and amazing view of Mt Pilchuck, it

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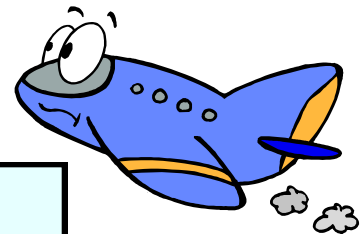
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March 12th Club Meeting Minutes

President Weeks called the meeting to order at 6:30 PM
President Weeks introduced the club officers:
President – Mark Weeks
Vice President – Vince Bell
Secretary – Chet Blake
Treasurer – Vaughan Houser
Safety Officer – Don Bailey
18 Club Members were in attendance –Visitors Doug Hoff, Mike

Small and Paul Miller were in attendance
No corrections to the January minutes as there were no February minutes due to the meeting being cancelled because of severe winter weather. Motion to accept minutes as posted was seconded and passed.

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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: Vaughan Houser (360) 691-2800

Safety Officer: Don Bailey (425) 350-9557

Webmaster: Mark Weeks (425) 328-5705

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)

came to me. There's something missing.

The field has changed, we have made a bunch of improvements over the years, and there are many more to make, but looking at the photos we have, there has been a constant, and that was the barn. The barn is not there anymore and I think some of us miss it. We joked and called it things like a "big red target", or the "big red turbulence maker". We all knew the barn would come down someday, but I never expected it to come down as quick as it did. I started asking myself what we can do to give honor to the barn. While I am not sure about what we can do, let us know if you have any ideas.

We were scheduled for a work party on April 6th, but we have to reschedule for a later date. Jay and Bryan have a few projects in mind, flight tables, a mower ramp, and the car track that's still in need of a little more

work, getting the covers on the awnings etc. There's been talk about moving some dirt south, down past the container to flatten that area out, adding gravel around the container, and I am sure I have forgotten a few things. Please let me know if you have a project in mind that you want to see through or speak up and share it with a board member. There are no bad ideas and no one person has the final say – we try to be open and flexible.

Our events calendar is set and the first event is our **1st Night Fly on April 20th**. Like always I am sure it will be a great time with lots of stories, flying, food and laughs.

See you at the field,
Mark Weeks

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OFFICER REPORTS

Vice President –Vince reported that there will be a work party April 6, Spring Night Fly April 20 and Glider event May 18.

Secretary – Chet reported that there were 43 members at that moment, only 27 paid. By the end of the meeting the paid membership was 42. Thank you all for continuing to support the Barnyard Buzzards!

Treasurer –Vaughan reported the Club was in good financial status and more dues were coming in.

Safety Officer – Don reported no safety issues. Don commented that using the flight stations works well to identify who or how many flyers are in the air. It **IS** a BBMAC Safety Rule. There is also talk of a safety fence by the south awning area to keep spectators safe. More to come.

Field Manager – Bryan reported that Jay and he have been working on the container, repairing the floor, adding shelving and making plans to repair the roof leak. Jay is asking for the use of a generator large enough to support the use of power tools and possible air compressor. Bryan will go over Jay's proposed work list in new business.

Newsletter Editor – Hard copies available, always interested in pics and articles.

Webmaster – Pics, news and comments are always wanted for the website.

OLD BUSINESS

With the cost of getting into R/C aircraft, there has been talk of a family membership that would cover membership fees of immediate family. The idea is to make it more financially feasible for a family of 3 or more to get into the hobby and be affordable and future members. AMA registration would still be required, but kids 18 and under can get free AMA registration. A Motion was made that a Family Membership of 3 or more members be offered for \$180 annually. Only 1 adult member would have voting rights, same as the current Family Membership plan. Motion was seconded, discussion followed and the voted on. Motion passed. The Board will write up the final wording and add them to the By-Laws. If you need to register or extend FAA Model rule 336 Drone registration, go to the FAA website <https://faadronezone.faa.gov/#/>. Be sure to click on Fly Model under Section 336. Do **NOT** use the part 107 rule. This is either free to extend 1 year or \$5 if new registration. Jay is looking for treated 2x4's, any length. Contact Jay or Bryan. He needs these to continue work on the car track drivers stand railing and steps. The Board will have a meeting for this year's upcoming events. If you have requests please get in touch with a Board member listed below. Also later this month the Project Committee will define projects for this year. Member input welcome.

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There's been discussion about flying areas and how to keep all flyers safe and everyone's flight visible. The rules are that all flight should be from the flying stations, call outs such as **"On the Field, Clear, Taxiing out, Taking off to the (N or S), Landing, Low Pass, and Dead Stick"** should be said loud enough for all to hear. The flight stations are arranged so it's easier to hear the call outs and everyone is aware of the other pilots' intentions. No one should fly continuously over the runway. More to come.

Motion was made, seconded and passes for Sandy to make Freeze-In 2019 patches at \$4 ea. The Freeze-In signup sheet showed that 22 members were present.

A request and motion for a Proxy email type vote was made. After brief discussion the motion was tabled for the present time.

NEW BUSINESS

Update on the FAA drone labeling. The FAA has now ruled that the FAA number **MUST** be displayed on the **outside** of any drone (all r/c aircraft) weighing over .55 lb. (250 gram). The numbers can no longer be concealed in the battery hatch or inside the fuselage.

Membership dues were due by End Of Business at this meeting.

Barn news - most of the BBMAC possessions are retrieved from the barn and stored in the container. As stated, Jay has the mower at his house for annual refurb. The location of the Porta Potties against the south east barn wall was putting them in peril of being crushed if the barn walls continue to fall. Bryan, Mark, Vince and Chet moved them to a new location on the south end near the container.

With the barn scattered as it is, parking can be tight on a nice weekend. Please park as straight and close as possible on the north and off to the side as much on the south. Parking in front of the Frequency board should be avoided so everyone can see it as a reminder to use the card rack.

Please sign in when at the field with date and appx. time. Info is used to see field use, and also if anyone noticed any peculiar happenings on any given date.

Barn is OFF LIMITS to BBMAC members and visitors. There have been a few visitors combing thru rubble and taking wood. The barn is considered VERY UNSTABLE. Please keep clear. IF an incident should happen, beside your personal safety at risk, it could cause restrictions from the Scouts as to field availability. Please help preserve our great relations with the Scouts and stay away from the barn.

Chet received the AMA Leader status question-

naire. Ron Swift will fill it out and send in to the AMA for the Club's recognition. We are 17 or 18 years as Gold Leader.

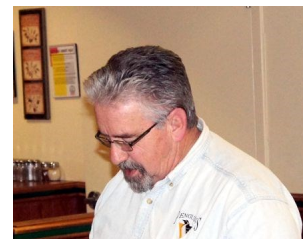
Jay's work list includes... service lawn tractor, permanently set frequency board posts, make more flight stations, repair container roof leaks and floor, eliminate the cumbersome container door security lock box, set up Porta Potties in permanent location, drive on south end needs to be extended and graveled, continue car track drivers stand railing and steps, move dirt pile by entrance (fill in low areas by container) and requests as they come in. **There is Lots to do**, please attend the work parties and help make large undertakings relatively small work with many hands.

The Membership requested Bryan to talk to Ranger Dave and see if the Scouts have come up with a plan for the remaining barn. The south and south east walls are pushing out daily and could become an extreme liability. Bryan will report as he hears any news.

Visitor Mike Small joined the Club at the end of the meeting and brought our total to 42 paid members.

PROGRAM

Ron Swift talked about the success of the 2019 Model Hobby Expo, the Club had 3 swap tables and the booth that is always a hit with the flight simulator. He thanked Tim for his dedication to manning the Club booth. It was a first-time effort for R/C University, Ron asked for suggestions. Don brought up posting a timetable next time instead of solely relying on the PA system.



Ron brought a handout on the many types of skis and winter flying, taking care to preserve the fresh snow on the field when possible and try to keep it free of footsteps.

ANNOUNCEMENTS

Remember to have your FAA number on your aircraft. This is not a rule the Club will police, but a reminder that any Club is low hanging fruit and easy to inspect if the FAA is in town.

ADJOURNMENT 7:52pm

Respectfully Submitted by Chet Blake



Safety Corner Don Bailey

“Pedal to the Metal”

With the exception of the very meekest among us, I suppose everybody has to try their hand at flying fast models. There’s a certain excitement that comes with shredding the air from one end of the field to the other in a matter of seconds, as our model whistles by at break-neck speeds. The fly-by must be done close to the ground, right over the runway, and should culminate with a steep climb-out and victory roll for full effect. The adrenaline rush is satisfying, if you can handle the intensity of the moment.

My turn at speed came when I picked up a kit of the Flite Line Scat Cat pylon racer at a local swap meet. I had been flying trainers and boxy “stik” airplanes for several years, and I finally decided I needed something that could really rip when the throttle stick was jammed full forward. Back in those days, the Scat Cat was the fastest .40-size airplane around, and everyone who was anyone had owned at least one of them. They were meant for .40-size Quickie 500 pylon racing, but with a hot engine they were tops for doing speed runs up and down the runway. Mine had a hopped-up SuperTigre 45 in it, with a tuned pipe exhaust and a ringed piston that ran well on high-nitro fuel. Right away, I discovered that this model deserved a special kind of respect if I was to avoid stuffing it into the ground at top speed. My first flights with it were nerve-rattling, and I found it wise to work my way up to it with lots of flying at partial throttle, until I could get used to things and build up my confidence. That airplane went on to serve me well for several years, until I had finally done enough “molehill burner” passes to get the need for speed out of my system.

So, what are some of the precautions we should bear in mind when flying our first “hot” airplane? First of all, speed means more control effectiveness, as the airflow rushes over the airframe at high velocity. Because the forces acting on the control surfaces go up exponentially with increased speed, and not linearly, the effect of doubling the airspeed will quadruple the increased pressure acting on the control surfaces. This is why the controls will feel “twitchy” and overly sensitive at high speeds. It is often a good idea to switch on dual rates while flying fast, to attenuate the sensitivity of the control surfaces, particularly the elevator and

the ailerons. An added benefit of dual rates is to avoid pulling too abruptly on the elevator (as when rounding a pylon during a race), and inducing an accelerated stall. This is a common error for pilots who are trying too hard to hug the pylon around a turn and don’t pay attention to the powerful elevator control. The resulting snap roll and crash is lightning fast.

Secondly, high speeds mean higher flight loads imposed on the structure. If your airplane is designed to go fast, it should be beefy enough for the higher stresses. A trend in pylon racers lately is to go with longer, thinner wings. Only with the judicious use of carbon materials can the spars be made strong enough for the high loading of an abrupt turn at speed.

Lastly, it should be remembered that total kinetic energy of a model also increases exponentially with airspeed. It is kinetic energy that demolishes an airplane when it pounds into the sod, and that can cause serious harm to people and property. Weight for weight, an airplane that impacts hard ground at 60mph is not twice as devastating as a model at 30mph, but FOUR TIMES as devastating. I saw a small electric speed model that was capable of hitting speeds of well over 150mph go straight into soft sod once, and it took a shovel and two guys to pull it out of the ground. Good thing the model chose an open field to crash into that day!

Flying fast can be lots of fun, but it deserves a fair share of prudence and experience, if disaster is to be avoided!

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





Lancair IV Cowl Ressurrection

Unfortunately for many of us, the expiration date for our models has arrived a bit prematurely. When that happens, we recognize or are reminded that this is an opportunity for an entry in our famous Rebuilders Competition.

But first, some lessons learned...

- Make sure to pick up every scrap from the model's demise you can find
- Don't throw the stuff away immediately after arriving home
- Don't end the flying day – get back on the horse (fly some more!)
- Check eBay and Craigslist for another model to help with rebuilding
- Check hobby suppliers for replacement spare parts
- Go to the NW Model Hobby Expo to sell the “re-kited” model or buy someone else’s
- Try to determine the cause of the “inadvertent landing”
- Check to see if buying another or similar model is more cost effective
- Check every part for issues if you plan to reuse them on another model (or this one)
- Make sure to take a photo of the model before the expiration date

Make sure to take a photo of the remnants (for use in the hall of shame and/or the Rebuilders Competition)

My first thought was to locate and purchase a new cowl. I didn't have any info about what kit or manufacturer might have created the original. An internet search didn't help this time. I called Fiberglass Specialties and left a message about my “project” and the search. Unbelievably, the owner called me back in minutes. HE mentioned that there were so many kits of the Lancair IV in this size and the cowl (for whatever reason) were all different. I did ask if he had something I could modify that would be about the overall size... He had nothing. So we had to fix the original one ;(



First off, the pieces of the original cowl were glued together jigsaw puzzle style. Some cellophane tape was used to attempt to hold the pieces together and CA was used to join the parts. Well, the parts that were gathered. Some were missing, making this part of the process a little more than challenging. You can see some of the missing pieces in the photo.

Next, a pink foam core was added to the “shell” to help fill in the missing pieces

Next, some spray foam insulation was added to the cowl to fill in the holes and allow the hot wire foam cutter to shape the cowl surface. More next month...



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. We will have food and beverages available for each of the flying events.

We will have as many as 12 events in 2019. These will be discussed during the April 9th meeting. Check out website for details at BBMAC.net

April 20

Night Fly 1

Club Field

Starts at 6:30 PM

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



Name: _____

Address: _____

City: _____

State: _____ ZIP _____

PHONE: _____ AMA # _____ YEARS MODELING: _____

EMAIL ADDRESS: _____

2019



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:

Vaughan P. Houger, Ph.D.
vphouger@gmail.com
14414 84th St NE
Lake Stevens, WA 98258
(360) 691-2800

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.



25600 Monroe Camp Road, Snohomish, WA



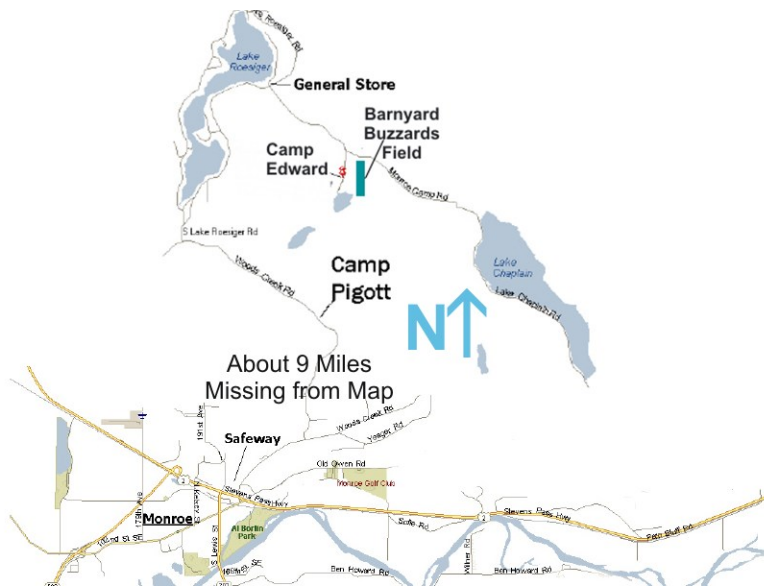
Camp Edward and the Hanner's Memorial Field are located north of Monroe, Washington in Snohomish County. The most common route is from Highway 2 in Monroe near Albertson's. Turn north onto Woods Creek Road. As you travel north on Woods Creek road, it will come to a Y intersection, stay to the right (Yeager 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 9	Alfy's Pizza
May 14	Alfy's Pizza
June 11	Alfy's Pizza
July 9	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 9th 6:30 PM** at
Alfy's Pizza on RT 2 in Monroe ([see map on page 9](#)).
Program: **Buddy Box Setup—Wired and Wireless**



BBMAC
16325 315th Ave. NE
Duvall, WA 98019

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<http://www.bbmac.net>

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Everett, WA 98208

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