



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.

May 2019
Volume 26 Issue 5

Barnyard Buzzards

Model Airplane Club

AMA Chapter 2953
Monroe, Washington

Next Club Meeting is **Tuesday, May 14th, 6:30 PM** at Alfys Pizza on RT 2 in Monroe ([See page 9 for a map](#)).

Program: Dave Jensen (Bellevue, WA) to come to our May meeting and do his presentation on **R/C sailboats**. Dave is an experienced skipper & more...

President's Message — Mark Weeks

Dear Buzzards,

May is upon us and soon the good flying weather will be too. It is time to dust off any planes that you have been building or rebuilding over the winter and get them ready to go! Last meeting, Don reminded us to do the safety checks on all of our planes, quads, heli's, boats and

cars. Batteries should be re-charged to make sure that they are up to par. That is good advice. For example, I was getting a couple of planes ready for the Night Fly and found one of the batteries (that I thought was good) wouldn't take or

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Toss Across

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April 9th 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

14 Club Members were in attendance – No Visitors or Guests

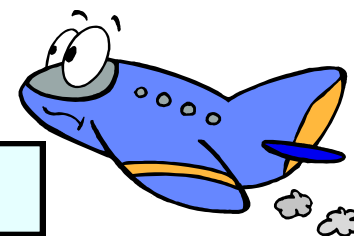
were in attendance

March Minutes correction...Ron Swift mentioned that the cost of \$4 per patch was in error and should have referenced \$5 per patch. The March 12 Minutes shows ... "*Motion was made, seconded and passes for Sandy to make Freeze-In 2019 patches at \$4 ea.*" This will be discussed at the May meeting.

Motion to accept minutes with

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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)

hold a charge. It is much better to find this sort of thing out at home, rather than out at the field.

If I have forgotten to say anything about our events lately then I am sorry and we missed those of you who didn't make it out for the 4/27 1st Night Fly of the year and as always it was a blast! Early in the day the weather did not look like it would cooperate, but about an hour before dusk the winds stopped and that gave us lots of time for flying. The planes looked great with their lights! Thank you to those who participated, and a big thanks goes out to Vince for planning a great meal, (BBQ problems and all- we all got fed)!

We have a **work party coming up on May 11th**. I am hoping for a really good turn-out to get everything ready for this season. We have lots of small jobs and a few big ones to tackle. There will be something for everybody to do even if you have two left hands. Please come lend them.

Jay has got the field ready; fertilizer has greened up the grass and its growing again. As he has done in the past years, he has taken the mower home and serviced it and he has offered to mow the first few weeks to get the kinks out. Once he gives the 'go ahead', we will post a mowing schedule.

Our next event will be the **Glider Event on May 18th** and if the past couple of years showed us anything, it too will be amazing. Plan on being at all the events - they are all fun.

See you at the field,
Mark Weeks
BBMAC President



(Continued from page 1)

correction, seconded and passed.

OFFICER REPORTS

Vice President –Vince reported Night Fly 4/20

Secretary – Chet reported 43 members

Treasurer –Vaughan reported the Club was in good financial status with some more goals coming in.

Safety Officer – Don reported no safety issues.

Don reminded that the spring/summer flying season will be upon us soon. Be sure to check out those stored models, batteries and equipment before heading out to the field to make sure everything is in tip top shape.

Field Manager – The April 6 work party was cancelled due to too many members not available to plan any work and be successful. This will be rescheduled. Floor work is continuing on the container. Jay has rebuilt the mower deck and serviced the tractor. It is now in the container.

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

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

OLD 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 he 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

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(Continued from page 2)

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 questionnaire. Ron Swift will fill it out and send in to the AMA for the Clubs recognition. We are 17 or 18 yrs 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

NEW BUSINESS

The AMA is once again asking for member support emailing the FAA about further rules and regulations in our hobby. Mark has put a link on the website and Chet will broadcast an email with the AMA request page.

Work party rescheduled to May 11th 10:00 am to mid day. Many hands make short work of big jobs. Come out and do your part to help maintain the Club. This is everyone's Club, everyone enjoys it, everyone should help out.

Mark suggests building a more secure semi permanent shelter at the north end of the parking area where the white awning was last year. Vaughan is do-

nating metal roofing and Mark will donate the 4x4s and whatever wood we need to get it erected. This would make an All Season cover that can be used in wet winter and spring months. As time goes on it can be enclosed more for harsh weather use.

Ranger Dave was contacted about possible clean up of the fallen barn wood close to our drive. We asked if we could move it over to the end of the runway just south of the dirt pile and start burning it. We need this cleaned up so trucks (Dart?) can get in and deliver more gravel to areas we are trying to improve and maintain. Dave was asked about using the excavator to help move the wood since it has a clam bucket on it. He will advise what he feels can be done and possibly report by next meeting.

The issue of painting the container came up due to Scout Camping season coming up in a couple months. The container is easily seen from the lodge and the better we make it look, the better the Scouts will appreciate it. Roof work needs to be completed so the tarps can come off and requests for paint sprayer equipment was made to make this short work. There are generators and air compressors available to handle the sprayers if any are available.

Jim Reynolds has graciously offered 3 gal of mobile roof coating for the container. Thank you Jim for your offer!

PROGRAM

Mark and Chet demonstrated how to set up a Buddy Box system for flight training. There were some issues encountered with the wired buddy system, possibly a bad buddy cord. Chet will pin his out to see if it's ok. They then did a WiFi binding and all went well. The Spectrum series transmitters can wirelessly bind and make training more convenient without being tethered by the buddy cord. One note is th the DXe series of transmitters Do Not have buddy capability, they MUST be connected via WiFi.



(Continued on page 4)



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.

Work Party	May 11	Time to lend a hand
Gliders	May 18	Don Bailey CD
Builders Contest	June 11	Bring What You Made - Win a Prize!
Floats and Boats	June 15	A great day at the lake on or above the water
Fun Fly	July 13	Great events have been planned
Family Day	August 3	Model Aviation Day, with Planes, Drones and Cars. Something for everyone
Combat	September 7	Annual Combat
Floats and Boats #2	September 21	Another Great Day on the Lake Hughes
Club Auction & Fun Stuff	October 5	Yep, Buy and Fly all in the same day - help our charities. Please donate stuff!
Rebuilder's Contest	October 8	If You Crashed and Rebuilt Your Aircraft, Bring it - Might Win a Prize!
Night Fly #2	October 26	Practicing Night Flying Skills
Christmas Party	December 7	Annual Christmas Party - Camp Edwards Lodge 3 PM
Freeze-In	January 4, 2020	Annual Freeze-In - A Challenge to Stay Warm and Fly. We will have the burn barrels fueled and ready!

Meeting Minutes (Continued from page 3)

ANNOUNCEMENTS

Red Apple flyers will host the AMA Jamboree on June 7, 8 & 9. Should be lots of vendors, hobbyist, events and AMA personnel there. It should be well worth a trip over the mountain!

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.

Mark showed a list of proposed field projects that include: gravel south end of field around container, move dirt by barn to proposed Heli area, erect safety fence in front of south awnings, brush hog field again going further towards creek, finish car track and drivers stand, clean debris from barn/drive area, possible final home for Porta Potties, build 3 or 4 new flight tables, paint all flight tables, add lighting to container – possible solar panels and batteries, build container entrance ramp, remove large cumbersome container door lock box, cut down cherry tree. These are in no specific order, necessity will warrant priorities.

ADJOURNMENT 7:48pm

Respectfully Submitted by Chet Blake BBMAC Secretary

Lancair IV Cowl Ressurrection

Last time, we were working on piecing together the remnants of the crashed cowl. Many pieces were missing (my bad!). I couldn't find a replacement for my unknown Lancair IV foamy. So we reconstructed it using CA, Epoxy, pink foam, light spackling compound, some red auto finishing glaze, some primer and finally red paint.

Many hours were spent filling, sanding and priming the cowl. The openings in the cowl are necessary for cooling the brushless motor, ESC, and battery, so propane torch heated brass tubing created the openings. It turned out OK as you can see in the "Finished" photo.

Many of these same techniques can be used to repair fiberglass, kevlar and carbon fiber fuselages. Note: use a face mask when sanding these composite materials. They can cause breathing issues down the road. The carbon fiber dust is very abrasive and trouble. Dispose of the dust in a safe place. Ron Swift





Safety Corner



Don Bailey

“Aeroelasticity Gremlins”

I remember trying to help a guy once, who couldn't seem to get his airplane to settle down. He knew I was an experienced pilot, so he asked me if I could figure out why he couldn't get his airplane trimmed and stable. I had him get the airplane up in the air, and then I took the transmitter to see what I could find. Holy cow! That airplane was finicky! It didn't seem to exhibit the usual traits of an aft CG or a warped wing, but it sure didn't want to fly straight. Once on the ground, I was able to examine his model closely, and I discovered to my surprise, and to the owner's dismay, that all of his hinges were loose, and had so much play it was hard to believe they were still intact. He had used the “hinge point” style hinges, and had only fixed the extreme ends, which allowed the pivot points to move freely in the soft foam hinge pockets. I showed him how the ailerons and elevator could be moved up and down a good half-inch along the hinge line--- not an acceptable condition! With this much flexibility in the controls, it is no wonder why the model could not hold a good trim setting. A week later, problem remedied, the airplane flew just fine.

I had to learn a similar lesson years earlier, with a simple two-channel glider that I had built for doing giant zoomies on the slope. It flew great, and I really liked the model, but I soon learned that whenever I picked up too much speed in a dive, the rudder would go into a violent flutter-- FR-R-R-A-A-P-P!!!! -- that could only be stopped by slowing way down. I was still rather new to the hobby, and it took a modeler more seasoned than me to point out that I had a large gap in the rudder hinge, and the CA-style hinges had too much reach to offer a stiff hinge joint. Together with a thick slab rudder that just plain weighed too much, the swinging mass on a “loose tether” only needed a bit of speed to go into divergent flutter mode.

Flutter can quickly destroy a model airplane, and should never be tolerated to the least degree. Not only is it hard on structure, it is also very abusive to servo gear trains, and to servo mounting blocks. And flutter is not limited to just control surfaces. Sometimes the en-

tire wing can go into flutter, if it is not stiff enough. The Olympic II glider is a favorite among Nostalgia junkies, but everyone is aware that they can flutter on a winch launch—not so much on a hi-start, though, where the speeds tend to be slower. The fix is to add diagonal stiffeners between the wing ribs during construction, to increase the stiffness and drive the harmonic to a much higher frequency. The best designs are light and stiff, such as with a wing that has a thick airfoil section, but minimal structure (think of the average high-wing trainer). But some designs demand a low drag coefficient, such as racing planes and pattern ships and warbirds, and it is with these types of high-speed planes with thin sections that we find the most common examples of problematic flutter. The history of aircraft design is rife with examples of airplanes with imposed speed limitations due to aeroelastic problems encountered during flight testing. Some of these problems can be “designed out”, others are intrinsic to the interplay of external and internal loads, and must be safeguarded by placard.

We have talked before about the importance of building a nice, tight ship, so that things don't fall off in flight or on landing, and everyone appreciates the benefit of good craftsmanship. But even a well-built model that can withstand close scrutiny on the bench can suffer from too much aeroelasticity if the basic structure is not up to the task, which is why proven designs with an extensive service history offer more reliable results. Designers who dare to venture off on their own can discover all sorts of hidden surprises when testing the full flight envelope. If you are into that sort of thing... wear a bike helmet!

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

[Utube Video on Flutter](#)—Some solutions and way to test for excessive





Nite Fly # 1 April 28th

With a lot of Radians, Fly Beams, Timber, DJI Drones and much more, many came to fly at night using their stock Lighted and modified lighting models. There were a lot of flights throughout the day, but as night approached, the night flyers were brought out. These electric powered foam models were the model of choice for the Night Knights.

This year, no TIKI lights, no chem lights, just the light of these magnificent models paved the way to find the runway for landing.

It was a great night and at times, the wind was challenging. As far as we know, all the models returned to their vehicles safely, even though there were some off-runway landings. We even had some RC Car/Truck action during the event, too!

Some came just to observe and get ideas for participating in the 2nd Night Fly on October 26th. We even had discussions about working on the grills to make sure we can cook the meal more expediently. Maybe pizza will be the way to go in October/???





Be sure to join in the fun for our 2nd Nite Fly, October 26th. It will be getting darker sooner then and we'll have lights for the active runway, too.



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...

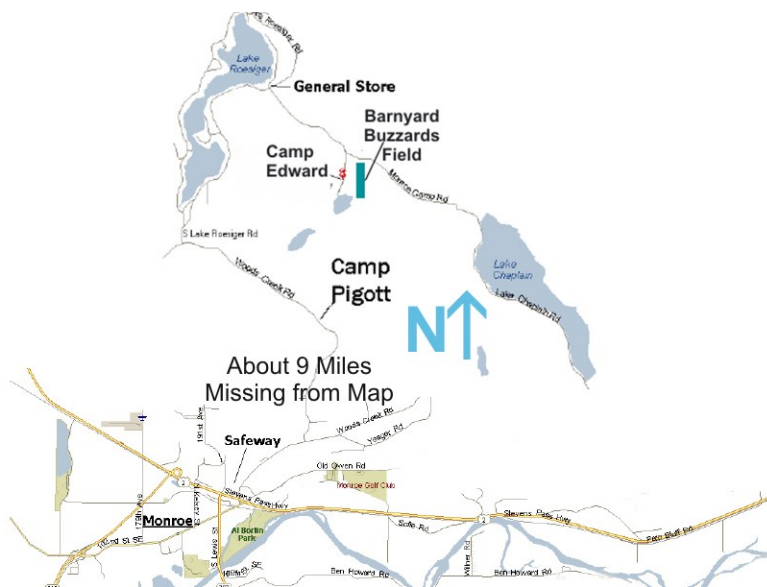
—>Alfy's Pizza (our monthly meeting place) is along RT2 in the Staples plaza near the new Harbor Freight store.

Barnyard Buzzard's Club Meeting

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.



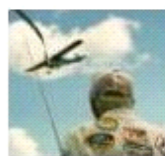
About 9 Miles Missing from Map

Upcoming Meetings

Meetings begin at 6:30 PM
2nd Tuesday

May 14	Alfy's Pizza
June 11	Alfy's Pizza
July 9	Alfy's Pizza
Aug 13	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, May 14th 6:30 PM** at Alfy's Pizza on RT 2 in Monroe ([see map on page 9](#)).

Program: Dave Jensen (Bellevue, WA) to come to our May meeting and do his presentation on R/C sailboats.



BBMAC
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