



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.

June 2010
Volume 17 Issue 6

Barnyard Buzzards Model Airplane Club

AMA Chapter 2953
Monroe, Washington

Next Club Meeting is **Tuesday, June 8, 2010, 6:30 PM** at our club field in Monroe (See page 9 for a map).

Program: Flying During the Quiet Hours



President's Message — Chet Blake

Hey Fellow Buzzards!
Well, if the wet stuff ever decides to quit, or as Vaughan said, between the drops, I hope everyone is getting in some stick time.

As in every year, I seem to really push the start of spring and really great weather. Well this year, I think we're just now paying the bill for all the great weather we had in

February and March and here we are in June, almost summer.....
Wow!

I've been at the field a couple of times now on Sunday, after the 5:00 p.m. cut off time for IC engines, Ducted fan and Pusher type aircraft and still a lot of day left. So

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May 11th Meeting Minutes — Vaughan Houger

President Chet Blake called the monthly Barnyard Buzzard Model Airplane Club (BBMAC) meeting to order on Tuesday, May 11, 2010, 6:30 P.M. at flying field in Monroe. 22 members were present.

The next meeting will be on the second Tuesday of June - June 8, 2010, 6:30 P.M. at the club's flying

field in Monroe.

President Chet Blake welcomed everyone. He asked if any guests and visitors were present. Mark Lockman introduced himself and became a member. Welcome Mark to the Barnyard Buzzards. As always it is great to see everyone who

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Club Officers and Contacts

President: Chet Blake (360) 863-2953

Vice President: Jim Reynolds (360) 435-9662

Secretary: Vaughan Houger (425) 788-8616

Treasurer: Rick Hanners (360) 668-1312

Safety Officer: Vince Bell (425) 788-2456

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

Field Manager: Jay Bell (425) 788-4831



(President's Message continued from page 1)

I bring my ParkZone P51 electric and the Radi-an electric motor assist glider and enjoy some great evening flying and best of all, quiet! Being a newbie at the glider thing, I have totally amazed myself with some outstanding glider time. First time out with decent lift happening, I had some really extended flight times. I would say one key thing here is to make sure you have sufficient battery capacity in the transmitter. If you have purchased a higher mAh NiCad or NiMH battery for the transmitter or receiver or plan on doing so, remember that it's not totally formed, (meaning it doesn't have all the capacity that is marked on the battery nomenclature). Be sure to understand that your wall wart charger might not be appropriate for the charge type or the amount needed. Here's a link to some good info - http://hangtimes.com/rcbattery_faq.html The 3rd question down on the article addresses formation charging. There are many sites that sell basically the same type battery, I just happen to like this guy's approach. He calls it

NoBS Batteries... and after reading some of his info, I think you'll agree, he is truly NoBS !

So that will bring us to the evening program, Flying In the Quiet Hours. Since we have all this time 'after' the normal limits, there's still a lot of great, relaxing flying to be had and it definitely won't upset the neighbors. We'll have a mix of electric planes and a glider or 2 that you can all check out. See if any of this peaks your interest for extending your flying hours.

Keep em' charged!

Chet



(Continued from page 1)

turned out.

Chet introduced the officers and then went into the officers' reports.

President – Chet Blake

Vice President – Jim Reynolds

Treasurer – Rick Hanners

Secretary – Vaughan Houger

Field Safety Officer – Vince Bell

Newsletter Editor and Webmaster – Ron Swift

Field Manager – Jay Bell (absent)

Officers Reports

President – Chet Blake commented that tonight was the builder's contest. He also mentioned the new field hours which are posted on the frequency board. As of yet the agreement between the Buzzards and Dale, the land own-

er, is verbal only.

VP – Jim Reynolds talked about the events scheduled for this summer. The first event is the Fun Fly scheduled for Saturday, June 12th, 2010. Jim passed out flyers for this event. Other events are as follows:

Open House and auction on Saturday July 17th,

Combat event on Saturday August 14th, (with a rainout day scheduled for Aug, 21).

A second Fun Fly is scheduled for Saturday, September 11th with a rainout day planned for the following Saturday, September 18th.

Jim put out a request for someone to volunteer to cook the hotdogs and hamburgers at these events. Ron Swift said he and Sandy most likely will handle two Fun Fly events. Luke Shegrud volunteered to cook at the August Combat Event.

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Treasurer – Rick Hanners reported that the Buzzards have \$8,876.04 in the bank. The club is in good shape financially.

Secretary – Vaughan reported that with Mark's membership tonight the total number of Buzzards members is now 62.

Safety Officer – Vince reported that everything seems to be okay. He was wondering if anyone was reading the Safety column in the newsletter. Just about everyone present acknowledged they were reading the safety report.

Field Manager – Even though Jay was not present, there was a need to talk about the condition of several field tables. Brian Illson initiated the conversation regarding building several new field tables. The intent would be to replace some of the less stable and deteriorating tables. A motion was made to build 3 new field tables and seconded. Subsequent to the ensuing discussion about which version of table a decision was made on the table top construction made from 2 x 4's and extend by a foot. This motion was voted on and passed.

Another motion was presented to build one of the 4' x 8' plywood flat top tables. The motion was seconded, voted on and passed.

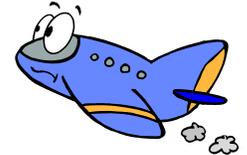
Newsletter – Ron Swift takes pictures of people flying whenever he can. He suggested that anyone who has photos of flying at the field to send them his way. Of course, it is always great to identify individuals in the pictures. These photos eventually make their way into the newsletter which can be found on-line at <http://barnyard-buzzards.com>.

Old Business

Field situation: As mentioned earlier, Chet reported a verbal agreement was reached with Dale based on the proposal drawn up. The club's field and safety rules will be revised stating the new requirements as presented in the proposal.

Scout activity: Tim Baird reported the event scheduled for the Scouts was being pushed out – possibly until August.

Over the past month several members noticed the roller we use to pack down the field was missing. Inquiries were made of several club members to determine the status of the mysteriously missing roller. It turns out the owner needed it to do some work at his home. Mystery solved. Thanks to the observant members for keeping an eye out for the equipment and following up.



New Business

Chet inquired about where to post the revised operating hours. Ron Swift said he could laminate a few copies. These would be posted by the frequency board and possibly on the gate. The new hours are also a part of the safety rules.

Ron Swift stated he was once again invited to participate in the Index Arts Festival. Ron and a few other members represented the Buzzards at this event last year. The booth is free. Ron wanted to know if the Buzzards wanted to sponsor him at this event again for 2010. The club agreed to sponsor Ron. These type of events are good for club public relations and visibility.

Ron also said he was invited by another Cub Scout group to support an event. This Scout organization has about 150 members. Again, he thought it would be good if the club sponsored this event. The club agreed to support it.

Rick Hanners proposed replacing the fence that divides the runway and pilot stations. An airplane sustains significant damage if it happens to contact any part of the fence. Granted, the fence is there to protect pilots. However, there should be a way to do a better job protecting airplanes. Various options were explored. One of the options was to extend the un-mowed grassy area to 3 feet. A motion was made and seconded to extend the area of longer grass to 3 feet from the fence into the runway. The motion was voted on and passed.

Announcements

Remember the Fun Fly Saturday, June 12th

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(Continued from page 3)

10:00 A.M. – 2:00 P.M. at our club field. All current AMA members are welcome to participate - \$5.00 entry fee. Anyone can watch for free. Food and beverages are available for \$5.00 per person (not included in the \$5.00 entry fee for pilots).

Evening Program:

Builder's Contest: There were some fantastic airplanes at the builder's contest. These aircraft are evidence of RC enthusiast's fine craftsmanship skills. The following are the placement of the winners:

In the **Almost Ready to Fly** category:

1st Place Kim Volz

2nd Place Rick Hanners

In the **Kit and Stick Built** category

1st Place Phil Nixon

2nd Place Gary Owen

3rd Place Tim Baird

Pilot's Choice Award went to Gary Owen

Ron Swift, Rick Hanners, Bryan Reightley and Vince Bell were the judges.

Congratulations to all who entered and thanks to the judges!

The meeting officially adjourned at 8:00 PM.

The next meeting is Tuesday, June 8, 2010 at the field in Monroe at 6:30 P.M.

The club newsletter is available on-line. If you still want to receive a "hard" copy contact Ron Swift (425-788-6045).

Respectfully submitted by Vaughan Houger, BBMAC Secretary.

Safety Corner

I hope that everyone is taking care of their equipment by making sure the batteries are up to snuff, everything is tight that should be, and things that should move do.

I still see folks flying from wherever they happen to be instead of from the pilot stations. Some even walk up and down the flight line while flying. This is probably not a big deal when you are by yourself, but when others are present use one of the pilot stations. And above all DO NOT stand in the middle of the opening in the safety/barrier fence or on the runway! If you hand launch or stand behind the plane for takeoff —clear the runway ASAP. Before you go onto the runway, for whatever reason, loudly announce your intent and let everyone know you are going to be on the runway. When you are clear of the runway let everyone know the run way is clear.

If you use an electric starter, use a spinner or one of the safety hubs on the engine shaft.

One bright and sunny morning (you know that was in the past because we haven't had any bright and sunny mornings lately). I was standing at my table and to my right, facing the runway, another pilot was starting his engine, and out of the corner of my eye I saw something fly by me. Was it a bug, a bird? No, it was the rubber cone from an Electric

starter. After walking the 30 feet and retrieving the cone, he pounded the cone back into the starter housing. He attempted to start his engine and again the cone flies out and this time it lands about 50 feet away on the runway. When it went by me it was about eye level. I don't think that a wayward rubber starter cone is going to be lethal, however it could do damage to an eye or distract another pilot and cause him/her to loose control of their model.

I have seen this many times over the years and it is always someone, sometimes me, trying to use an electric starter without a spinner or prop hub. Flat washers and nuts on the prop shaft do not work!

If you use an electric starter (which, by the ways is much safer than flipping the prop by hand) use a spinner or safety hub and a cone that fits the spinner or safety hub. These cones come in various materials. The light blue one is flexible and less likely to damage the plastic spinners. Also, if it has been raining, dry off the spinner, hub and cone.

TILL NEXT TIME, BE SAFE BE COURTEOUS
Vince Bell, SO



Builder's Competition





Control Linkages

Part 2

By Ron Swift

Coolness

Well, advertisers being good at what they do... The keenest, neatest, coolest thing might not be the thing you want in your model. Sometimes the simplest, tried and true parts are the ones to stay with. Ask your fellow modelers if they've used the new stuff. You might save yourself some headaches,

You might want to avoid:

- Clevises that have multiple parts that can get lost.

- Plastic stuff that can wear (due to vibration). 2-56 linkages

- Metal-to-metal connections

- Parts that require a special tool to adjust might not be field friendly and someday prevent you from flying your favorite model.

Ease of use

Use parts in your control linkage that make adjustments easy to do and that will hold these adjustments over time. Soldering clevises onto the steel wire sure makes a strong connection, but has no adjustment (re-soldering). Sometimes simple is best – like using wheel collars to adjust the push wires on the indoor models.

Adjustability

Make sure your choice of parts allow easy adjustment of the control surface (both center and overall throw). Being able to make adjustments from outside the model is a huge plus. Also make sure the adjustable bits can be locked in place, and unlocked for later adjustments. Some modelers will CA their threaded parts. Others will use lock nuts. Some use thread locker. Some will use safety wire. Many use a combination of these. (Ask about the T6 story...)

How well it stays in adjustment

Ideally, we want our adjustments to stay forever. However, if we have selected less than ideal components, parts with a different coefficient of expansion (The ratio of the change in length or volume of a body to the original length or volume for a unit change in temperature), or incorrectly installed our components, the model may have very different flying characteristics from one day to the next.

Stuff you need to know

Keep the control linkage as short as possible. Use mechanical adjustment to set end points and center, rather than relying on a computer radio.

Use silver solder on all of these type of joints. 60/40 rosin core solder (electrical) is not a good thing to use! Make sure to use flux when soldering and clean the flux off (it is usually an acid!).

Coreless digital servos are expensive for a reason – they are fast, precise, repeatable and strong. They have far more linear torque (just as high at the center as the endpoints).

Control systems always fail at the weakest point. If you use balsa servo mounts or thin lite ply – guess where the weak link is...

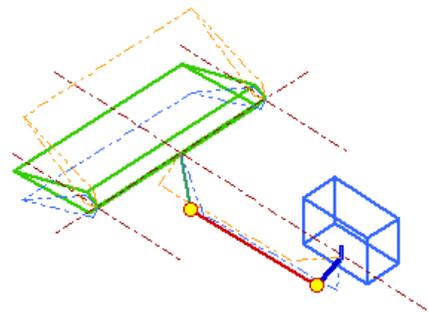
Providing bearings for push rods and attachment points for the plastic sleeve type is a good thing. Depending on the load and power requirements, you may need to put one every 6-inches or less.

Bending the control wires to reach the attachment points weakens the system.

Slop causes flutter. Slop occurs in the servo output spline, control horn holes, hinges, and the push rod itself. Installing the control rods so they run straight between the servo and the control horn is best, but not always possible.

Counter balancing control surfaces (equal weight on both sides of the hinge) prevents flutter.

Some ARF vendors supply 2-56 or 2mm metric parts. Sometimes the threads are rolled, sometime they are cut. These are not compatible nor interchangeable. Check your parts and make sure they fit correctly.





Barnyard Buzzards Model Airplane Club Events for 2010

Our events are open to the public and you are welcome to come out to watch the events and talk with our pilots. All current AMA members are welcome to participate in the competitive events and our Open House.

We have food available at each of our events for a nominal charge. Lunch normally starts by 11:30 AM.

Also, we host a swap meet at each of the events that is open to anyone. Spaces are available on a first come, first served basis. Please bring your own tables (or use your vehicle).

EVENT	DATE & TIME		CONTACT		LOCATION
Fun Fly (1st)	Saturday, June 12 rain date: June 26	10:00 - 3:00	Ron Swift	(425) 788-6045	Club Field
Cub Scouts Field Trip	Wednesday, July 7	8:30AM – 3:00 PM	Ron Swift	(425) 788-6045	Knights of Columbus Hall 24323 Bothell -Everett Highway in Bothell
Open House Charity Auction	Saturday, July 17 rain date: July 24	10:00 - 3:00	Chet Blake	(425) 879-2792	Club Field
Combat	Saturday, Aug 14 rain date: Aug 21	10:00 - 3:00	Scott Curtis	(425) 337-2657	Club Field
Fun Fly (2nd)	Saturday, Sep 11 rain date: Sept 12	10:00 - 3:00	Ron Swift	(425) 788-6045	Club Field
Boy Scouts Field Trip	Schedule not available yet		Tim Baird & Ron Swift	(425) 788-6045	Club Field
Annual Freeze-in	Saturday, January 8, 2011	11AM - 2PM	Ron Swift	(425) 788-6045	Club Field
<u>Builder Competition</u>	<p>Begins at the end of our May meeting each year and continues until our next May meeting.</p> <p>Bring the model name (photo would be nice!) and entry fee of \$10.00 to enter!!!</p> <p>You can enter as many planes as you want until the May meeting. It adds points if you fly the model prior to the judging.</p> <p>Judging and award presentation will be during our May 10, 2011 meeting at the club field.</p>				



Radio Controlled Airplane Fun Fly Saturday, June 12

10:00 AM - 3:00 PM

All current AMA members are
welcome to participate!!!

\$5.00 entry fee, prizes for 1st - 3rd place

Public Invited to watch the fun, FREE!

Food and beverages available, too!





600ft



Barnyard Buzzard's Club Meeting

Our club meetings are open to the public. Starting in March 2010, we meet at 6:30 PM on the **2nd Tuesday** of each month at Alfy's Pizza in the Staples Plaza on RT2, Monroe, WA. During the summer months (weather permitting), the club meets at our flying field. See the schedule below 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. We will have a **program** about some aspect of the hobby/sport.

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

Barnyard Buzzards Pilot Training



Our club is dedicated to the safe pursuit and advancement of model aviation. We offer the newcomer free lessons to learn how to build models and to fly them. If you should have any questions about the club, flight instruction or membership requirements, call any of the club officers. We have a safety checklist available for those new to our flying field.

Use of a computer simulator is advisable. This allows you to practice safely and will end up saving you hundreds of dollars in the long run.

Still, in any case, the best way to learn to fly R/C planes is by finding an instructor to help. Learning on your own can be expensive and somewhat less safe.

We provide instruction for both building model aircraft as well as flying these models. In most cases, a buddy box system is used at the flying field. Experience has shown this to be the safest method to learn.

Those who want to enroll in the pilot training should contact Rick Hanners (phone number is on the list below) or our club secretary, Vaughn Houger at **425 788-8616**.

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

Current Flight Instructors:

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



Upcoming Meetings

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

June 8	Club Field
July 13	Club Field
August 10	Club Field
September 14	Club Field
October 12	Alfy's Pizza
November 9	Alfy's Pizza
December 14	Alfy's Pizza

Our Flying Field

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



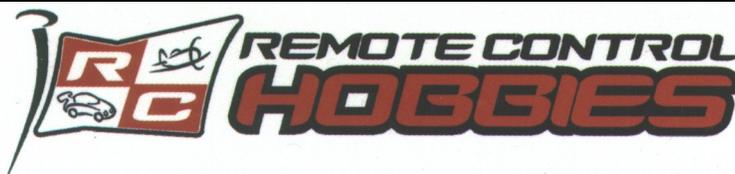
Next meeting, **Tuesday, June 8, 6:30 PM** at Alfys Pizza on Route 2 in Monroe (see page 9).

Program: **Flying During the Quiet Hours**



16325 315th Ave. NE
Duvall, WA 98019

Visit Our Web Page
<http://www.barnyard-buzzards.com>



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14041 NE Woodinville-Duvall Road
Woodinville, WA 98072

E-Mail: d.kelly@rc-hobbies.com
Web: www.rc-hobbies.com
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