



# Buzzard Droppings



Gold Leader Club

Promoting the building and operation of radio controlled models, and the public acceptance and good will towards the sport/hobby. Our main goal is to have fun and enjoy the challenge of safely flying radio control models.

August 2014  
Volume 21 Issue 8

## Barnyard Buzzards

Model Airplane Club

AMA Chapter 2953  
Monroe, Washington



Next Club Meeting is **Tuesday, August 12<sup>th</sup>, 2014, 6:30 PM** at Our New Club location at the BSA Monroe ([See page 7 for a map](#)).

Program: **RC Boat Details**

### President's Message — Chet Blake

Hey Buzzards!

Well a lot has happened since the last newsletter and meeting. If you were at the last meeting or have been at the field, you'll see that not only did the dirt work get done, but the hydro-seeding took place (on Thursday, July 24th).

There was also an effort to clean up and rake the proposed pit and parking areas and seed it. In all these processes many of the club members have come through.

The work party was on a very short notice and I understand that it

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### July 8<sup>th</sup> Meeting Minutes — Rick Hanners

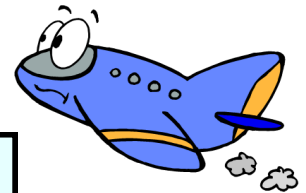
The meeting was called to order by President Chet Blake at approximately 6:33pm with 15 members in attendance. Club Officers were introduced by the club President, Chet Blake:

- **President** – Chet Blake
- **Vice President** – Jim Reynolds
- **Secretary** – Rick Hanners
- **Treasurer** – Ron Swift

- **Safety Officer** – Vince Bell
- **Field Manager** – Jay Bell
- **Webmaster** – Ron Rueter
- **Newsletter Editor** – Ron Swift

Chet called for additions or corrections to the minutes as published on the web/newsletter. No one provided any corrections and a motion was made to accept the minutes. The

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### Club Officers and Contacts

President: Chet Blake (360) 863-2953

Vice President: Jim Reynolds (360) 435-9662

Secretary: Rick Hanners (360) 668-1312

Treasurer: Ron Swift (425) 788-6045

Safety Officer: Vince Bell (425) 788-2456

Newsletter Editor: Ron Swift (425) 788-6045

Field Manager: Jay Bell (425) 788-4831

Website: Ron Rueter (425) 210-3911



*(President's Message continued from page 1)*

affected participation, but Robb (our dirt guy) had to get the hydro-seeding done and I wanted to get the pit and parking areas done at approximately the same time.

For those who came out and worked on the new field, I appreciate your help and camaraderie. Jay worked on a sprinkler system and the BSA came through again, (What a Landlord!!) loaning us sprinkler heads. This allowed Jay to provide more watering stations (more sections). A rotation schedule is being worked out and a lot of you have come forward to volunteer to come out and start or stop and reconnect the next sprinkler system.

To ease the club's financial burden, I was informed that a few members donated the cost of the sprinkler systems. Also, along those same lines there have been about 54 lbs. of grass seed spread on the pit and parking areas. So far, no cost to the club. I saw another 30 lb. bag of something in the barn last Saturday!

These are just more fantastic reasons why the Buzzards are what we are.

Hopefully, soon we'll be enjoying the plush green runway. Hey, start thinking of floats or boats or both!

Chet



*(Continued from page 1)*

minutes were approved.

## Officers Reports

**Vice President** – Talked with the Arlington Eagles about getting together to do something similar to what has been done in the past. Basically it came down to, they are open to anything we want to do at their field. They do have a couple of events they would want to work around but they would be willing to combine activities on these dates (July 26<sup>th</sup> was going to be a breakfast and August 30<sup>th</sup> for a lunch at their field). So it appears that they would want us to put something together to present to them and go from there. The discussion about a Buzzards/Eagles event was tabled till the August meeting, partly to see what we need to do for the continuing development of our own field. Jim Reynolds presented John Rennert with a plaque for winning 1<sup>st</sup> place in the Builders Contest [see page 5 of the newsletter].

**Treasurer** – The club treasury stands at a healthy level. Per the vote at the last meeting \$3500 has been earmarked for field development.

**Secretary** - The membership level at the present time is 28 paid members.

**Safety Officer** - No safety issues have been reported.

**Newsletter Editor** - Printed copies of the newsletter are available for anyone who wishes a hard copy.

**Field Manger** - Jay deferred discussing the field till later in the meeting with input from Bryan Reightley.

**Webmaster** - Nothing new to report but pictures, stories and so forth are all requested as fodder for the website.

## OLD BUSINESS

### Field Construction/ Hill Clearance

Dirt moving has started and the hillside was cleared. The runway has about 2 feet of dirt at the north end and going down to a foot deep at the southern end. Almost \$3000 is reported to have been spent between Robb and two (2) other guys. Some dirt still needs to be pushed

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around and more leveling done on the runway. Robb believes that he has about 1000 yards of dirt already down. We can't use the topsoil pile that is near the barn as the scouts are going to use it on part of a parade ground. Robb did offer to hydro-seed our runway for about \$600 - 700. He has the machinery available now and can do it for us once the grading is completed, if we wanted to do that. Part of his "problem" with our field is that due to the location he can't use a tandem truck to move dirt, so it requires more time - translate that to money - to do.

According to Bryan, originally the cost was supposed to be \$2000 that would involve 2 or 3 people for 16 hours and \$600 set aside for diesel. However, Rob has put in many more hours than that plus his time and any fuel cost he has. We just about have used up our \$3500 that was allocated but nothing has been done with the pits/parking area and the south end of the runway still needs to be finished. It was pointed out that the pits/parking area was not in the original plan but was in the revised plan. Part of the "problem" is that more dirt had to be used to build up the northern end of runway to support equipment and raise it up sufficiently high to avoid it turning into a swamp later.

Several people went out to measure the runway as it now exists and came up with 380' x 60'. Robb, the dirt guy, was gotten on the phone and said they were planning to push the other 20' to the last stake. To go to that far stake would be included in the \$3000 that is just about spent. He still estimated about \$600 - 700 for the hydro-seeding, possibly a bit more for where the tables would go. A brief discussion was had about filling in the pits/parking area but Robb couldn't talk further but was going to be at the field in the morning.

Ron Swift proposed that another \$500 be put aside for dirt in the pit/parking area and combined with the \$500 still left over from the original allocated funds. In addition, as the hydro-seeding machinery is already on site, an additional \$700 be set also for hydro-seeding the runway. A motion was made to set aside an additional \$1200 to cover filling in the pits/parking area and hydro-seeding the runway.

Motion was passed.

## **NEW BUSINESS**

### **Christmas Party**

December 9<sup>th</sup> would be our regular club meeting, so another date would be needed for a party only event. There was a general discussion about various possible types of establishments to have a Christmas party at. It was brought up that there is still the possibility of having it up at the Scout meeting hall as a pot-luck and/or cooking a main meal. Bryan Reightley was going to find out about the availability of the meeting hall. December 13<sup>th</sup> was a tentative date for the separate Christmas party.

### **FAA Special Rule**

Chet brought up the proposed changes by the FAA of rules to govern not only FPV flying but items that would affect all modelers. He urged members to write an email or other form of correspondence to the FAA in opposition to what the proposed rules they are coming up with are.

### **Possible Fall Events**

A combat event was proposed but input from Scott Curtis would be helpful first, especially to find out his availability to run the event.

### **Hydro-seed Discussion**

A brief discussion about when the best time to do this would be, was started. No one appears to have had any first hand knowledge or experience to know what would be the best time to do it. Some thought fall would be best, others thought now would be a good time. As Robb, the dirt guy, has had a lot of experience with this technique it was decided to get his opinion so a date to do the operation could be decided upon.

### **Miscellaneous**

August 2<sup>nd</sup> (Saturday) is the date of the

*(Continued on page 4)*



Index Art Festival and the club will have a booth there. It opens at 9am and closes about 6pm. Anyone who wishes to stop out there and help is welcome to do so. The Arlington airshow is July 10<sup>th</sup> thru the 12th.

Meeting adjourned at 8:08pm

.....Rick Hanners, Club Secretary



# Buzzards at the Index Art Show



John Rennert and Ron Swift represented the Barnyard Buzzards at the Index Arts Festival this year. Lots of people stopped by our booth and enjoyed seeing the models. The children (of all ages!) watched the simulator and got the chance to “control” the models using the transmitters and observing the control surfaces movements. We gave away many single page write-ups with directions to our new field and also several newsletters. Hopefully we’ll have some visitors at our field!



# Safety Corner

It is that time of year when the weather is getting a little warmer—not hot by any means. With a little bit of caution there is not too much chance of sun stroke or frost bite. What can get us in trouble is the life blood of our hobby, No, not the fuel, but the batteries. I hear all the time “I’ve used these batteries for 27 seasons and they are just fine”! Well they may not be just fine for the 28<sup>th</sup> season. With all the neat stuff we have available for testing the condition of the batteries there is no excuse not to test the batteries and determine what life is left in them. I personally discard battery packs when they get down to about 75% of their new life. The new capacity is not necessarily the number that is stamped on the label. Remember the manufacturer of the battery rates their battery at much lower current drain than we typically use them, Hence there may be a delta right from the get go. Keeping good records will go a long way to not getting to the field with dead batteries. The worst thing is they are usually all right for the first or second flight and give out next flight. You can guess what happens when the batteries give out.

Lets all make the commitment to check our batteries, and be a little safer. Don't forget the transmitter battery. While working in the aircraft check the condition of the wiring. We don't want to use wiring that the insulation is in bad shape or connectors that are loose and worn.

The other thing I hear a lot is “this is a new battery I just bought it the other day”. The NiMH Battery that you

bought new the other day may not have the capability to be charged to anywhere near the rating stamped on it for the first or the first several charge/discharge cycles when new. The manufacturer of the cells typically leave out the last step in the manufacturing process of NiMH cells, that of forming the cell before shipping.

Now that we have that out of the way, I know there are a lot of us who haven't paid much attention to the batteries in our equipment. I know because I am one.

The field is looking like we may be able to start using it in a little while and if you have been out there you know you certainly don't want to have your plane go down in the high grass just because you didn't spend a few minutes charging and checking your batteries before you came out for possible the first flight of the year.

Another thing - if for any reason you are hesitant to fly out there, ask any of the regular guys for help in bushing off the cob webs. Unlike the last field it is an open space and can be a little distracting with the openness of the place. Then of course, there is the barn and the trees which are not in any way a problem. They just look like they will jump out and grab your plane. The trees have all ready grabbed two airplanes, but that is because we are not flying landing and departure approaches as we will when it is all setup.

UNTIL NEXT TIME, BE SAFE BE COURTEOUS  
Vince Bell, Safety Officer



## July 8th Club Meeting





# WELCOME TO CAMP EDWARD

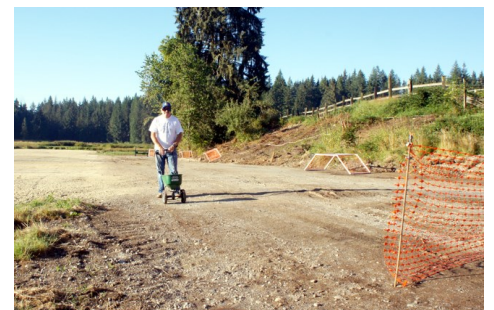


Hydro-seeded!



Seed in the Pits & Parking Area!

Jay's Watering System attended by several Buzzards members. Thank you guys!



Seeding the pit and parking areas.

The runway area doesn't look like much yet, but in a few more days with the watering system, it will begin to look usable. We're not that far away from usability!



# 25600 Monroe Camp Road, Snohomish, WA

Camp Edward is located near Monroe, Washington in Snohomish County. The most common route is from Highway 2 in Monroe. Turn north onto Woods Creek Road. A Shell gas station and Indian restaurant will be on the left. As you travel north on Woods Creek road, it will come to a Y intersection, stay to the right (it becomes Yeager).

**Note:** If you happen to go the left 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 rejoins Woods Creek Road at a 4-way intersection. Stay straight-ish, not a hard right, be careful as oncoming traffic does not stop!

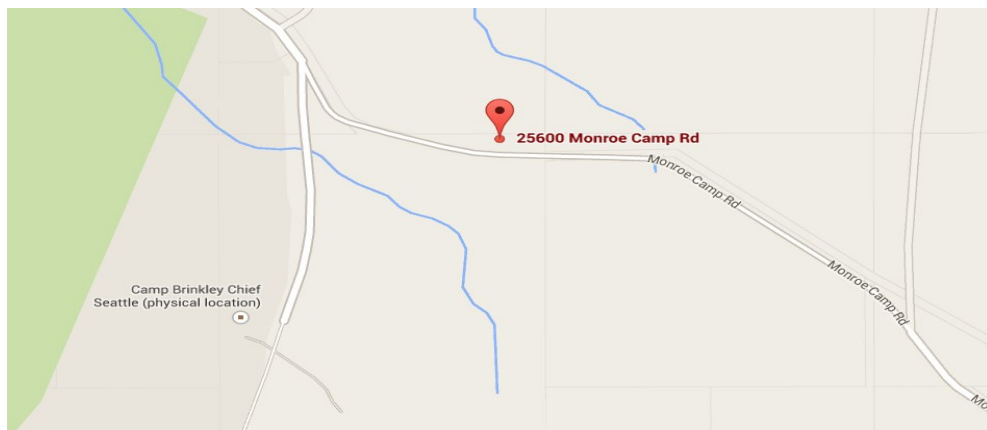
In a few miles you will pass the entrance to Camp Pigott. Turn right at the "T" intersection with Lake Roesiger Road. At the next "Y" intersection, stay right, onto South Lake Roesiger Road. Turn right at Monroe Camp Road. The Lake Roesinger Store will be on your left. In about a mile, the road will fork again, stay left. After a short distance you will see the red barn and the gate into our flying area.



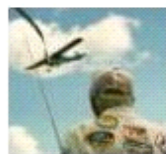
**Our club meetings are open to the public.** During the winter months we meet at 6:30 PM on the **2nd Tuesday** of each month at Alfys Pizza in the Staples Plaza on RT2, Monroe, WA. During the summer months (weather permitting), the club meets at our flying field. See the schedule below for location...

If you would like additional information, come out to a club meeting, or contact one of our club officers.

Each meeting starts with an introduction of the club officers followed by a short business meeting. Next we have a **program** about some aspect of the hobby/sport. Then, a **Show & Tell** and **raffle** conclude the meeting, which ends at around 8:30 P.M.



## Barnyard Buzzards Pilot Training



### Upcoming Meetings

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

- August 12 Club Field
- September 9 Club Field
- October 14 Alfys Pizza
- November 11 Alfys Pizza
- December 9 Alfys Pizza

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

**Current Flight Instructor:**  
Ron Swift                      425 788-6045





Next meeting, **Tuesday August 12th 6:30 PM** at our new club field at BSA in Monroe ([see page 7](#)).

Program: **RC Boat Details**



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



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