



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.

September 2015
Volume 22 Issue 9

Barnyard Buzzards

Model Airplane Club

AMA Chapter 2953
Monroe, Washington

Next Club Meeting is **Tuesday, September 8th, 6:30 PM** at Alfy's Pizza on RT 2 in Monroe ([See page 7 for a map](#)).

Program: **Proper Soldering Technique Demonstration**



President's Message — Chet Blake

Inside this issue:

Hey Fellow Buzzards!
If you had noticed the cancellation of the Combat Event on Saturday, August 29th and wonder why -- here's the answer. With the combat event having a high likelihood of a mid-air, lose it anywhere type flying, it raised some

BIG safety concerns amongst the Board and some members. While at the FunFly on 7/25, Bryan lost control of his plane in an area that could likely be a place where a combat plane could easily go down. Upon going out to

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August 11th Meeting Minutes — Mark Weeks

The meeting was called to order by President Chet Blake at approximately 6:30 with 11 members in attendance. Club Officers were introduced by the club President, Chet Blake:

- **President** – Chet Blake
- **Vice President** – Bryan Reightley
- **Secretary** – Mark Weeks
- **Treasurer** – Ron Swift
- **Safety Officer** – Vince Bell
- **Field Manager** – Jay Bell
- **Webmaster** – Ron Rueter

• Newsletter Editor – Ron Swift

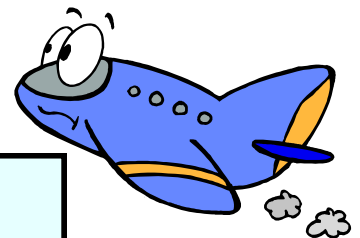
Chet called for additions or corrections to the minutes as published.

No additions or correction: The minutes were then approved.

Reports

VP – Bryan reported on the FunFly event and its success. 1st place went to Tim, 2nd place to Eric, 3rd place to Ron Swift. Thanks to Sandy

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Club Officers and Contacts

President: Chet Blake (360) 863-2953

Vice President: Bryan Reightley (206) 940-0638

Secretary: Mark Weeks (425) 328-5705

Treasurer: Ron Swift (425) 788-6045

Safety Officer: Vince Bell (425) 788-2456

Newsletter Editor: Ron Swift (425) 788-6045

Field Manager: Jay Bell (206) 234-7786

Website: Ron Rueter (425) 210-3911



(President's Message continued from page 1)

retrieve his plane, he was deceived by the high grass laying over the area and stepped on it. He fell into a channel up to his waist. Second time later in the day and travelling out on a different route, he fell in up to his neck and could only get out by pulling on the long grass. In this second attempt, his phone got wet and was totally not functional. NOT A GOOD SITUATION. So the Board met very briefly, pre-meeting, and decided to cancel the combat event to eliminate at least that source of retrieval efforts. Point being, even with this being the driest it's been in recent history, (no snow pack melt off and no rain for months) you can still only go out about 50 feet before being up to your calves or higher in water and mush. Again, try to eliminate these issues by having your flying machine flight ready before arriving at the field. We are looking at alternatives for next year's combat and will discuss at the meeting.

Many thanks for the recent work done at the field such as relocating the farm equipment to the upper barn. The ground next to the porta-potties has been graded, and now driving around the barn is possible. The spruce has been trimmed and it has opened up the vision to the south. Fill has been added to some of the low spots in the pit area. Gravel has been added to the hole by the gate and at the north corner

of the barn. A New electrical circuit is being installed by Ron Rueter and Jay to allow better access to charge batteries and such. Thanks to Len, Brian, Mark and Jay for the tractor work.

On a Side note, the AMA cashed my check for Contest Director, so I was hoping that was a good sign! About a week and half later my Official Certificate and new AMA card showed up in the mail.

See ya Flyin! Chet



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DuVall for cooking lunch, and Jay for fixing the large pop-up. Thanks goes to Chet for his first event as CD and Jim Reynolds as score keeper [the judge].

Also up-coming events, The Combat event has been canceled for this year.

September 12th is the Float and Fly event, October 13 is the Rebuilders contest. January 2nd will be the [Annual] Freeze-In.

Secretary - The membership level at the present time is 30 members. Returning member Sam Gibson has been added to our ranks.

Treasurer - Finances are in good shape, there is still money in the field improvement fund as well as money in reserves. A motion was made to up our donation to \$600.00 to our charity.

Safety Officer - If you go out to retrieve your plane or copter please be careful. Safety ideas: [Bring] a Ziploc bag for you cell phone and a large bag for your transmitter [with you]. Thanks to Bry-

an and Mark for these ideas.

Newsletter Editor - Hard copies of the newsletter are available, a number of copies have been sent to local hobby shops.

Field Manager - Jay was absent, but sent a bucket of dirt from a local supplier for all to see what we can get for \$2.00 per yard. He also is looking into trucking [rental], so far around \$105.00 per hour for truck and driver. Any ideas please pass them along.

Webmaster - Items, stories, pictures are needed. If you come across something of interest to you, it might be the same to others, so share send [them] to Ron.

OLD BUSINESS

Field watering is happening again as the heat continues and we need to protect our investment. Looks like we started just in time as the grass is starting to green up again. Looking for

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volunteers to help water, mostly in the evenings as the mornings are being covered by Len Douma and Mark. Contact Jay to help.

We have had a couple of new members out at the field, positive feedback [from] them all.

The AMA sent out a letter for club presidents to send to local senators to help preserve our hobby.

Ron Rueter is spearheading the charging table project and getting power closer to the pit area.

Discussion followed:

- The idea as to its placement.
- Is the wiring in the barn sufficient to handle the load.
- Original idea was to have it located close to barn.

In the end a motion was made to set-up near barn door and make a semi fireproof enclosure to go over the table that Mark built. Also run a new circuit from the power box to supply the station.

NEW BUSINESS

Bryan reported on his attempt during the FunFly for retrieval of his downed plane. He found water a couple of times and in the tall grass you can stumble upon it quickly. It's always best to use the buddy system, keep a cell phone with you and give your number to others at the field. [The plane is still out there!]

Jay, Mark, Brian Douma spent some time with a brush hog looking for a way across the field and creek. It was rough going and in the end it was abandoned due to standing water and the brush hog sticking in the wet terrain. Ideas are always welcome.

Chet reported on ORCA- a field in the San Juan

Islands and some of the issues that they have to deal with. We really do have it good and it will only get better with time.

A 'Hanners Memorial Field' sign [was] added to the frequency board thanks to Ronna Weeks.

Discussion regarding Combat event scheduled for the 29th of August. If a plane was to go down, is it safe to retrieve? A motion was made to cancel the event for this year and work out some of the field needs to make it a safe and rewarding event next year.

Program:

Paul Dibble presented a very informative Helicopter demonstration, he brought many sizes from a small Blade to his 550 Align. He explained some of each features and Telemetry systems. He is willing to help with training for all that wish to join in.

Adjournment



Upcoming Events

~~August 29th – Combat~~ **Cancelled for 2015**

September 12 - Boats and Floats

October 13 - Rebuilders contest

January 2, 2016 — Freeze-In





Safety Corner

All seems to be going well at the field, no serious injuries that I have heard about.

Isn't there a saying about doing something in tall cotton, I wonder if it applies to wet, swampy grass and willows, we now have a lot of that.

Here are a couple things to think about:

A model, engine, or radio that is not prepared and working properly on the ground before takeoff will not improve in the air—IT WILL GET WORSE! There is no point in attempting to fly until everything is 100% correct. (Sig Mfg. Co., Inc.)

The other half of the flying experience equation is the pilot. Substitute pilot for "model, engine or radio" into the above, you get the point, I hope.

Safety is a state of mind: Think about what you are doing and the consequences if you don't. Think first, then act. Engage mind before muscle.

Safety First Fact: Bureau of Labor Statistics data on occupational injuries and illnesses show that, in 2002:

There were 42,286 occupational injuries or illnesses involving the eye that resulted in days away from work. The typical eye injuries occurred by rubbed or abraded foreign matter, such as metal chips, dirt particles and splinters, or by striking the eye. Surface wounds, such as abrasions, scratches and foreign bodies (splinters and chips) were among the most common types of injuries to the eyes.

Eye injuries accounted for 47 percent of all head injuries involving days away from work and 70 percent of all face injuries involving days away from work. Workers in the manufacturing and trade industries and those in the occupational groups of operators, fabricators and laborers and in precision, production, craft and repair occupations were most at risk of incurring an eye injury.

Stay safe on the job and at play. Follow all safety policies and procedures, wear your personal protective equipment where and when required, report safety hazards and incidents immediately, and offer suggestions to improve on the job safety.

Personally I have needed corrective lens since high school, but as age has worn on, my far vision has improved to the point that I do most things around the house and in the shop without glasses or contacts. Hence, no safety barrier between my eyes and the cruel world. Normal glasses are better than nothing, and they have saved me a lot of the times, but sometimes things would sneak in from the side. Glasses with side shields are better. A full face shield or goggles that protect top, bottom and sides are even better. Running a model airplane engine is one of the things we do that we should be wearing eye protection. Oh, and as a side note, contacts are not a substitute for any kind of safety glasses goggles.

Remember if you can't go to work because of an eye injury you won't be able to fly, maybe not even build. Although I have seen some planes that look like they were built by Braille.

Until Next Time, be Safe, be Courteous,
Vince Bell, Safety Officer





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: _____

Please mail check for \$90.00 and a photo copy of your current AMA membership to:

Ron Swift
 16325 315th Ave NE
 Duvall, WA 98018 (425) 788-6045
ronswift@cablespeed.com

Your classifieds, photos and articles can be added here if you send them to Ron Swift, ronswift@cablespeed.com

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.



Photos for Fun



Buzzards Membership

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

We have planned many exciting events for 2015 that include a Fun Fly, Combat, Water Fun and more!

Our dues for 2015 are \$90.00. See [page 5](#) for our membership application.



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 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 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.

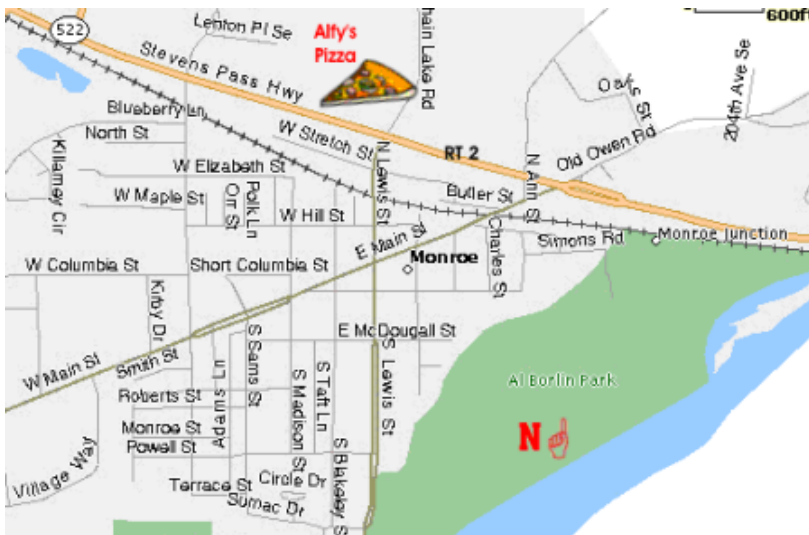
Turn right at the "T" intersection with Lake Roesiger Road. At the next "Y" intersection, stay right, onto South Lake Roesiger Road. Turn right at Monroe Camp Road, The Lake Roesinger Store will be on the left. In about a mile, the road will fork again, stay straight. After a short distance you will see the Red Barn and our gate. Our parking is past the gate on the East side of the barn.

Alfy's Pizza (our foul weather meeting place) is along RT2 in the plaza.

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 P.M.

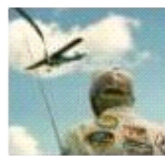


Upcoming Meetings

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

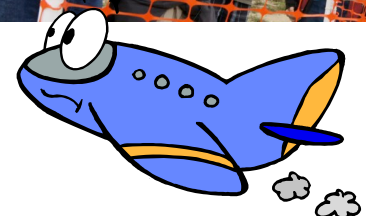
- September 8 Alfy's Pizza
- October 13 Alfy's Pizza
- November 10 Alfy's Pizza
- December 8 Alfy's Pizza
- January 12 Alfy's Pizza
- February 9 Alfy's Pizza
- March 8 Alfy's Pizza
- April 12 Alfy's Pizza
- May 10 Club Field

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 for those new to our flying field.

Current Flight Instructor:
Ron Swift 425 788-6045





Next meeting, **Tuesday, September 8th 6:30 PM** at Alfy's Pizza on RT 2 in Monroe (see [page 7](#)).

Program: **Proper Soldering Technique Demonstration**



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Visit Our Website
<http://www.bbmac.net>



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