



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.

October 2010
Volume 17 Issue 10

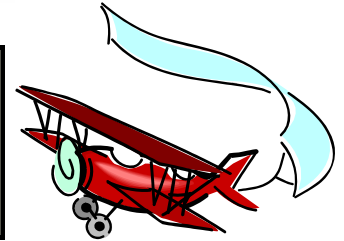
Barnyard Buzzards

Model Airplane Club

AMA Chapter 2953
Monroe, Washington

Next Club Meeting is **Tuesday, October 12, 2010, 6:30 PM** at Alf's Pizza on Route 2 in Monroe (See page 9 for a map).

Program: Battery Charging and a New Charger



President's Message — Chet Blake

First of all, Rick and I were able to get the \$500 check to the Sky Valley Food Bank a week ago and it certainly surprised them. They wrote a small blurb in the Everett Herald and sent Rick a really nice letter of thanks. It was a pleasure to help them, as they serve a lot of families.

By now you should have or will

be receiving your AMA letter with registration and ballot. The AMA really wants members to vote and support the cause. Please oblige them if you can. It's also a sign that it's that time of year when local elections are coming up plus our own Club elections. As every year,

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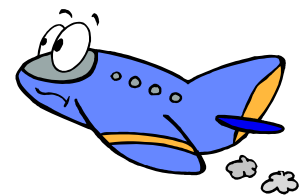
September 14th Meeting Minutes — Vaughan Houger

The meeting was called to order at 6:30pm. There were 16 members present plus 1 guest. The minutes from the last meeting were approved and the club officers introduced. The next meeting will be on October 12, 2010, 6:30 p.m. at Alf's Pizza in Monroe.

Officers Reports

President's report – Chet Blake reported that there were 8 pilots who participated in the last fun fly. Along with the events, there were also some unexpected visitations into the corn field but all aircraft were recov-

(Continued on page 2)



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)

virtually all of our elected positions are open for nomination.

I experienced another 1st at the field a couple of weekends ago. I lost an entire plane. I've never done that. I've had my share of crashes, but have always been able to find the carnage and salvage parts. This time I seemed to have lost solid reception after doing some tail slides and flops. That puts a lot of G's on the internal components and possibly the radio went intermittent. I believe it hit the island, I could no longer see it as it dropped behind the trees, but it sounded a solid hit and not like water. My name, address and number was on an AMA tag in the fuselage, but to no avail. I've heard rumors that it was stripped immediately and parts were taken by a student for a school project. So obviously it is my fault that something slid or moved and without the wreckage, there's no way to analyze the remains, but here's what I think might have happened: With the high G's the battery or battery lead became disconnected temporarily, and then made contact again. With the Spektrum AR500, this causes a brown out condition (loss of voltage or low voltage) where reactions of the receiver are sluggish and I believe they can be flown out of range, which I believe I did.

(I did have some very sluggish reactions to inputs). I've seen this on the bench and the brown out is indicated by a blinking LED on the receiver instead of a steady glow. The condition will exist until the receiver power is shut off, the transmitter shut off, then booted up in the proper order, transmitter first, then the receiver. I haven't tried the 6 and 7 channel receivers yet to see if that happens or not. At any rate, my bad for having something loose (if that's it), but not my bad for not retrieving the model or parts. So beware if you lose anything out there, it might be gone forever. What goes around, comes around.....

Well, it didn't stop me, I'm still flying and having a ball. C'mon out and join us and take advantage of what good weather we have left. EVERYONE is talking about the big snows coming this winter..... get those skis made!!

The program this meeting will be on a battery charger Ron Rueter bought. It handles 4 different battery packs at once. He will demonstrate that and a brief talk on battery charging.

See ya flyin' (or crashin')
Chet



(Continued from page 1)

ered

Vice President's report – Jim Reynolds reported not only a good turn out of pilots to the last fun fly but also many guests and spectators were also present. Jim mentioned that the next scheduled event was on January 8th 2011 FREEZE-IN. The winners of the last fun fly all chose to get plaques:

1st Place – Ron Rueter

2nd Place – Ross Jacobson

3rd Place – Chet Blake

For the last combat event, the winners were:

1st Place – Scott Curtis

2nd Place – Tom Fixel

3rd Place – Ron Rueter

Secretary's report – Vaughan Houger was not able to attend the meeting but he passed along the information that the club currently had 63 members.

Treasurer's report – Rick Hanners reported that the club currently had \$5,968.35 in the bank and reminded everyone that approximately \$200 of that was what was raised at the Charity auction.

Safety report – Vince Bell noted that some of the pilots were getting a bit sloppy during the fun fly by standing in the prop arc, reaching under the prop and putting their transmitters down on

(Continued on page 3)



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the table. Otherwise, things were pretty good during normal flying times, except people seemed to enjoy landing in the corn, perhaps to pick a few ears while out of sight of everyone else while retrieving their plane.

Fun Fly notes – Most of the pilots would like any music playing to be shut down BEFORE they land so they could hear their engines running.

Field manager report – Nothing to report other than the table painting day went very well.

Newsletter report – Ron Rueter has supplied some new pictures that would be up on the website and some in the newsletter.

Old Business

The club purchased a gift card for the Olive Garden Restaurant to give to Jay Bell for all his hard work as the Field Manager. Jay was quite pleased to get same and wanted to remind everyone, that for the mowing that was left for the year, to be sure to put the mower deck down at its lowest position.

New Business

The Annual Charity Auction took in a total of \$199.50. A motion was made and passed to bump the amount we would donate to \$500. Members also voted to give the money to the Monroe Food Bank. A discussion took place surrounding if we should purchase food to donate rather than hand over the monetary donation. It was finally agreed to ask the food bank which they would prefer to receive.

Members were reminded that during the coming weekend there was going to be a Car Show on Dales Property where the farmers market booths usually were. As car shows tend to generate a lot of traffic, club members were reminded to SLOW DOWN when driving into the field so as not to create the same situation we had with Dale when he was selling Christmas trees last December. An e-mail alert was going to be sent out to members as a reminder.

A meeting place for the winter meetings was discussed and Alf's was agreed upon.

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September Meeting Program

During Ron's Motors, Engines and More program, he brought CO2 motors and models, Demoed safety (keeping out of the prop arc), the effect of different mufflers on a Webra Bully 2.0 CI Alcohol engine, demo'd use of the Radio Shack Sound Pressure Meter with a 70 OS Surpass (88 dba). The idea of the engine demos was the use of two types of engine test stands... We closed the season with lots of noise. Some measurements were well over 100 dba with the Webra engine spinning over 14,500 rpm on the tuned pipes. The background noise was about 62 dba.

The Webra Bully fuel used 5% oil, 5% nitro. This works out to be a 19:1 ratio with methanol. Our gasoline engines would have a 32:1 ratio up to 100:1 (Amsoil) ratio gas to oil.





(Continued from page 3)

Starting time to still be 6:30p.m.

Club members were reminded that nominations for Club Officers would be open starting at the October meeting.

An announcement was made that the Yakima Big Birds were having their Fall Fly in September 17th thru 19th. Camping was allowed at the field for those who had campers and tents.

Meeting Adjourned. Ron Swift presented a program, Motors Engines and More.

Respectfully submitted by Vaughan Houger
BBMAC Secretary.



Safety Corner

Here are a couple things to think about., other than the question, what happened to summer?

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.

Before each flight make sure your head is screwed on straight. This situation has been brought home to me the last two Saturdays. I had been flying with my student and his trainer type aircraft most of the morning, being a trainer it is very forgiving . When he had had enough I decided to get another flight in with the YAK. Needless to say while YAK is a very stable aircraft at slow speeds it will not allow for complacency. The runway gained about four feet of elevation in about 1/2 millisecond and ate the plane. The next Saturday same thing happened with a Twist 40 (which will fly at nearly zero air speed, but not quite). Thinking back and running these two situations through my mind, I didn't have my mind shifted to the YAK or the Twist before takeoff. Changing the radio to the correct aircraft doesn't mean your mind has also shifted to the different aircrafts flight characteristics.

After a flight be careful of the muffler because it will be very hot, I know this for a fact. I landed the Twist and taxied to the gate shut the engine

down. Reaching over the engine and picking up the plane swiveled around my grip and the muffler contacted my inner arm, causing a nasty burn. I've seen similar burns on other pilots!

OK, enough of my stupid doings. When you are at the field, pay attention to what is going on around you. The other day we had a airplane veer off course on takeoff and go over the first safety fence and crash into the back safety fence. This was not one of the pilots that are known to veer to the left on takeoff. So pay attention it can happen any time to anyone.

Before starting your engine, make sure the transmitter is in a position that you can easily get to it without reaching over, under or around the spinning prop. And lastly for this month, make sure the engine is running the right direction before letting go of the airplane. We have nice stops on the benches to keep the airplane from rolling forward but not backward, so be aware. And don't grab the spinner to get the engine to run the right direction, sometimes this will work, but it is risking the prop eating a finger.

Safety is a state of mind, Think about what you are doing and the consequences of your actions. Think first then act. Engage mind before muscle.

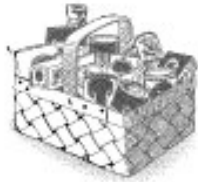
UNTILL NEXT TIME, BE SAFE BE COURTEOUS
Vince Bell, Safety Officer



Buzzards Donation 2010 - Sky Valley Food Bank



Chet and Rick present the club check to the Sky Valley Food Bank in Monroe. Congratulations guys on lending a helping hand.



Sky Valley Food Bank

"Neighbors Helping Neighbors"

September 28, 2010

Barnyard Buzzards Model Airplane Club
c/o Richard Hanners
21621 - 97th Dr. SE
Snohomish, WA 98296

Dear Richard, Chet, and Club Members:

How excited we were to receive your donation! It is our great pleasure to thank you for your generosity, and to welcome you to our family of supporters, so desperately needed right now. Your help allows us to purchase the bulk food—the beans, rice, oats, pasta, and canned fruits and vegetables—that our clients count on to be available when they need a helping hand.

We have given food out over 40,000 times so far this year—enough for ten meals each time. So you can see how important your contribution truly is! Because of your kindness, we have food on our shelves, ensuring that no one has to go hungry in the Sky Valley. Thank you for partnering with us to help end the despair of hunger!

Sincerely,

Neil Watkins
Executive Director

Carla Stewart
Administrative Director



Fun Fly September 11, 2010

It was a lot of fun putting the event s together for the Barnyard Buzzards Fun Fly events this year. It has a combination of some traditional events with a few new ones. If I am involved with the events for 2011, we will have a few more new ones.

Congratulations to Ron Reuter who won 1st place in our latest Fun Fly, Jake Jacobson came in 2nd and our very own President, Chet Blake came in third place.

Jim Reynolds, our legacy event judge, did a great job. His contributions to the events are very much appreciated and kept things running smoothly.

Holding an event on 9/11 may have seemed to be pushing things a bit, with the historical meaning of that date. But, the weather was excellent and we had a great safe day of flying. Many remembering the events of 9/11.

For me, the success of the event is low

grumbling, lots of laughter and crowd participation. That seemed to be the experience for this event, too. Although the winners may have been surprised at the outcome, the scoring and the events contributed to having six different winners in our two fun fly events and Brian, with his electric, captured 1st place in our June event. A special Fun Fly model wasn't necessary to win!

Hopefully, we all learned about areas we could work on to develop our skills and some things we could do to practice these skills.

One of the overwhelming comments I got was about bringing back the balloons and to keep up the quality of the food. We plan to do this!

So, fellow Buzzards, thank you for your comments and suggestions. You have helped make the events safe, fair and fun!

Ron Swift



Ron Rueter—1st Place



Jake Jacobson—2nd Place



Chet Blake—3rd Place

Unfortunately, we never got more than one entry for the flight box competition this year. The event was originally conceived as a fun way to share ideas about what to bring to the field. The event highlights different categories: Safety, Model startup, spare parts, tools, check lists, and more. It contrasts the gear necessary for the wet nitro/gas engines vs. electric and the stuff brought to contribute a fun day of flying. School yard flyers tend not to bring much to the flying field. Veteran wet power flyers tend to bring more than one airplane and a host of tools and parts to service the aircraft.

My flight kit weighed 72 lbs., yet I didn't have a couple items that would have enabled a few model to fly. When I setup a model, if more than 2 things are found needing to be fixed, I put that model away to go through in the shop and select my backup. This has saved quite a few of my models over the years. Still, it is nice to have enough stuff to help a fellow flyer when there's a need! Ron



Fun Fly

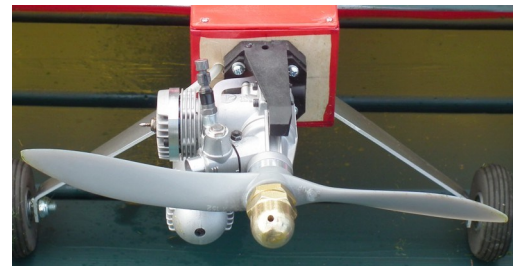
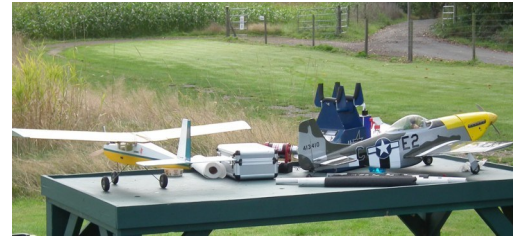




Photos for Fun



More Fun Fly Photos—this time from Ron Rueter





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

| | |
|-------------|---------------|
| October 12 | Alfy's Pizza |
| November 9 | Alfy's Pizza |
| December 14 | Alfy's Pizza |
| January 11 | Alfy's Pizza |
| February 8 | Alfy's Pizza |
| March 8 | Alfy's Piizza |
| April 12 | 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, October 12, 6:30 PM** at Alf's Pizza in Route 2 in Monroe (see page 9).
Program: Battery Charging and a New Charger



16325 315th Ave. NE
Duvall, WA 98019

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



Store Hours:
10 - 7:30 M-F
10 - 6 Sat
11 - 5 Sun

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