



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 2011

Barnyard Buzzards Model Airplane Club

AMA Chapter 2953
Monroe, Washington



Next Club Meeting is **Tuesday, October 11, 2011, 6:30 PM** at Alf's Pizza at 19121 SR2 in Monroe.

Program: Rebuilders Contest

President's Message — Bryan Reightley

Buzzards and Friends,
Last summer our club learned the sad news we would be losing our beloved flying field. From the beginning, I have pushed the idea that we all needed to participate in the search for a new one as you never know where a lead might come from. Several weeks ago Tim Baird took a chance and in-

quired about some pasture land behind a home where his daughter was playing. This has turned into our most solid lead so far. At this point we have met with the owner three times and several of us have flown the site. We have provided a proposed layout for a runway, pit

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September 13th Meeting Minutes — Vaughan Houser

The meeting started in a somewhat unorthodox manner as Bryan, in order to give a few more minutes to allow stragglers to arrive, read aloud a letter he submitted to Vince, our Safety Officer, in which he took creative license describing his spectacular landing in the parking area during the combat competition. This letter will be posted later in the newsletter.

President Bryan Reightley called the meeting to order at 6:35 p.m. He introduced the club's officers:
President – Bryan Reightley
Vice President – Jim Reynolds
Treasurer – Rick Hanners
Secretary – Vaughan Houser (Was unable to attend the meeting)
Field Safety Officer – Vince Bell

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Club Officers and Contacts

President: Bryan Reightley (206) 940-0638

Vice President: Jim Reynolds (360) 435-9662

Secretary: Vaughan Houser (425) 788-8616

Treasurer: Rick Hanners (360) 668-1312

Safety Officer: Vince Bell (425) 788-2456

Newsletter: 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)

and parking areas, and the owner has no objections. She is taking a week to think about things and will let us know soon. Please keep your fingers crossed and attend the October club meeting for the latest news.

We will once again move indoors beginning in October, holding our monthly meetings at the Monroe Alfy's Pizza. This year we are holding a **Rebuilders Contest** as our first indoor program. Being a new competition and therefore not included in our annual budget I have volunteered to provide the prize for the winner. Not knowing what to expect in the way of entries I have set very few rules. They include: 1) Crash an airplane. 2) Rebuild the airplane. 3) Bring your project to the October meeting for judging. The basic idea is for members to show off their skills for rebuilding planes after, shall we say, making less than skillful landings. It would be helpful, but not necessary, to include progress pictures of the rebuild. Crash scene pictures would also help in understanding the extent of a project. The sharing of a good story relative to your plight can only help during judging. My goal was not to qualify for this competition however participation in the recent combat event changed my status. My only hope is I have lots of competi-

tion for the prize I'm providing.

It's that time of year to begin nominations for next year's club officers. Nominations will be accepted during the Oct., Nov., and Dec. business meetings. Elections will be held during the December business meeting.

See you at the field,

Bryan



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Newsletter Editor – Ron Swift
Webmaster – Ron Reuter
Field Manager – Jay Bell (Was unable to attend the meeting)

23 members were in attendance. Including one new member: Ken who is working with Brian Taylor to regain his out-of-practice wings.

President Bryan mentioned the August meeting minutes and solicited any questions, concerns, or comments. None were offered. A motion was made to approve the August meeting minutes as published. The motion was seconded, voted on and approved with one dissenter.

Officers' Reports

Secretary –Vaughan Houger was absent
Vice President – Jim Reynolds announced that

there will be no more events or contests this year. The next Event will be the Freeze-In on January 7th, assuming we have a field by that time. Fun was had by all that attended the combat event with lots of hot sunny weather and one spectacular crash, thanks to our president.

Treasurer – Rick Hanners reported that financially we're in good shape. A check was presented to the Monroe Food Bank from the BBMAC charity auction. The head of the Food Bank was very appreciative of the funds. The transaction was even documented with a story in the Herald on Aug 1st.

Safety Officer – Vince Bell simply referred to the letter that President Reightley read just prior to the start of the meeting.

Field Manager – Jay Bell was absent but Pres.

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Reightley presented Jay's request to the club for permission to dispose of the club's derelict Craftsman Mower. The motion was made, seconded and approved UNANIMOUSLY. (When has that happened before?)

Newsletter – Ron Swift handed out the awards for the combat event. A special award was presented to President Bryan Reightley for participation in his first combat event. 3rd place was won by Scott Curtis. Ron took second place with his forward swept S.P.A.D. and Dean Appell took first place with the only cut of the day. Ron also presented Jake with his 3rd place Fun-Fly award teamed with Dick. Articles and photos are always welcome. Please feel free to submit either at any time.

Webmaster – Ron Reuter announced the address of the new website and the fact that the main page posted over the weekend had been a tribute / remembrance of the events of 9/11/2001 but had been replaced on Monday.

Announcements

President Bryan Reightley announced that as response to our speedy submittal of our intent to end our lease on Oct 31st, Dale opened flying to all aircraft on Sundays from 9:00 am to 1:30 p.m.

SRAC is hosting a Float Fun Fly for the coming Saturday, Sept. 17th at Lake Goodwin.

There is a Fun Fly in Zillah this coming Saturday with potluck dinners both Friday and Saturday nights and an auction Saturday at 1:00 p.m.

Old Business

Bryan then called for old business:

Visitors and neighbors: Continue to be mindful and courteous to our visitors and neighbors. Also, be mindful of the no-fly zone. (We do still need to keep Dale happy.) Regarding the search for a new field:

Al's wife's friend may have a field we may be able to fly from.

Ron Reuter is chasing a lead on a field near the Everett Trestle.

Volunteers are likely to be needed for both the moving and storage of our equipment and field supplies after we move from our field and move to a new one, or simply continue our search for one.

Duvall has a discussion Board in which we may post our need for a flying field. The same can be done with Duvall Public Bulletin Board.

Everyone - Please keep your ears and eyes open for any good prospects.

New Business

Pres. Reightley proposed a new contest: Bag-o-Plane.

The plan is to have everyone bring their spare wings, fuselages, tail feathers, landing gear, engines and all other left over parts in your hanger to the field to see what we, as a club, could cobble together and manage to get in the air. All left over parts would be sacrificially burned at the end of the day as an offering to the flying field gods to bring us good fortune in our search for a new field

This idea was met with many positive responses. October 15th was chosen for this event

The Big Buzzard Bash will be held on October 29th. Theme is: **Bring it—Start it—Fly it** if you dare! Included shall be a BBQ and Potluck meal. Everybody please bring something yummy. This will be our last Saturday of flying at our old field.

Program

We have a new website!!! <http://www.bbmac.net> Along with a new website, we have a new webmaster, Ron Reuter. This website name had been registered to someone in the UK but when contacted it was donated to our club.

We all wish to thank Ron Swift for his many years of work and dedication in maintaining the old site!

The main page could change occasionally. For example, it was changed to include a memorial for 9/11 on Friday the 9th and changed again on Monday.

The menu on the left of the page is floating so that you may easily jump to a different page from where ever you may be on the current page. However, if this becomes a problem for the member due to portions of it being cut off this may need to be changed to a static menu.

Ron has also included an archive of all of the newsletters since 1999.

There is a classifieds section, contact Ron for a form to submit if you have anything you are looking to buy or sell.

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You can find the By-Laws, a list of the current officers, notices of our charity donations and our events calendar

Be sure to check out the gallery documenting our contests, events and the general good time we have at our field.

Additionally there is a section for member projects. Feel free to submit pictures and any notes you have on any projects you may be working on.

There is a members only area where you can access the member roster including addresses, phone numbers and email addresses to make keeping in touch with each other a

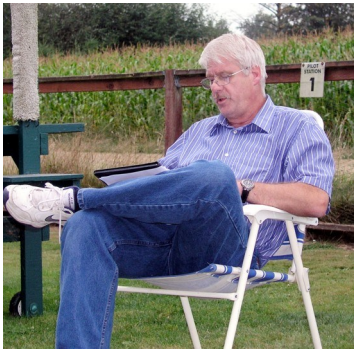
tad bit easier. It is password protected and encrypted so it cannot be seen by the public.

You can even join the club through our new website! The membership form can be filled out online or printed and returned.

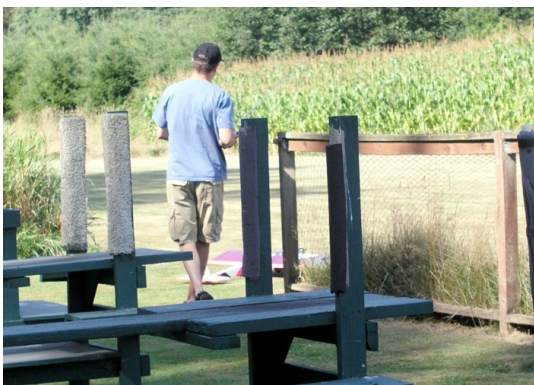
The meeting adjourned at around 7:28 p.m. The next meeting is Tuesday, October 11, 2011, at Alf's Pizza in Monroe at 6:30 p.m.

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

Respectfully submitted, Tim Baird.



Photos for Fun





Buzzards Combat 2011



Dean 1st Place



Ron 2nd Place



Scott 3rd Place





Safety Corner



Here is something to think about. Other than what happened to our summer...

If you fly in the rain and get any moisture in or around the electronics inside the plane, be sure to dry them thoroughly, and check all the servo connections. In fact, it is not a bad idea to check all the connections periodically for any sign of corrosion.

The reason I'm bringing this up in the safety column is - it got me the other day. No harm was done (except to the airplane). My combat plane usually sets around a lot because I don't fly much combat. But, the other day I needed a plane that could be hand launched and landed on an unimproved field. So, thinking I should check it out I brought it to our field and flew it. Everything was OK so I let it set while I flew other things. Of course it started raining. When I got home I checked it for water in the receiver and all the receiver connections. I dried them out and no corrosion was noted. Everything was working.

The next day I took it to the unimproved field. I turned the switch on and wiggled the controls, everything was working properly. So I fueled it up and started the engine. Final check of the controls still all was OK. The plane took off in the wild blue yonder for about 10 seconds—then all by itself it took a hard right turn, then full down and finally hit the ground. The reason this is a safety issue, it could have gone any place and safety includes safety of our models!



Post mortem: After a more close examination of the combat plane, there was a bunch of corrosion on all my servo extensions except the throttle. And guess what was working? Right, the throttle. The servo extensions used for the elevon servos were both corroded. I don't know if they had gotten wet Saturday in the rain when I did a test hop to see to see if everything was working, or if they had gotten wet before and the moisture just aggravated the situation. I hadn't looked any further than the receiver connections when I brought it home from the test hop. I should have looked at all of the connections!

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.

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



Note: from http://www.ehow.com/how_6745769_remove-corrosion-electronic-contacts.html
Corrosion on electronic contacts can dramatically impact the performance of a device, which may become inoperable if the corrosion clogs the power contacts to the point the electrical circuit is broken. Oxidation of metal parts because of humidity and old, leaking batteries is a common cause of corrosion. Oxidation is evident from the distinctive pale green film that develops on contacts, whereas a leaking battery tends to produce powdery white corrosion. Inexpensive [home](#) remedies can be used to remove corrosion on contacts.

Read more: [How to Remove Corrosion From Electronic Contacts | eHow.com http://www.ehow.com/how_6745769_remove-corrosion-electronic-contacts.html#ixzz1ZwNlr4bY](http://www.ehow.com/how_6745769_remove-corrosion-electronic-contacts.html#ixzz1ZwNlr4bY)



A123 Receiver Battery Packs (Part 1)

By Rick Hanners

Technology moves on as we all know. It was only a few short years ago that 2.4GHz radio systems showed up when 72MHz radio systems were the radio system of choice. Yet in just a few short years, 72MHz system availability has just about disappeared. Yet today those of us who fly glow/gas powered models are using the same receiver battery technology we have been using for decades. Namely the tried and true NiCad battery pack and more recently the NiMH battery pack.

These types of battery packs have served us well over the years but they do have several disadvantages:

- Recharging can take a long time depending on level of discharge
- NiCad's can develop a memory
- Their self discharge losses are high
- If inactive for long periods they often die
- NiCad's aren't good for the environment, although NiMH's are OK

I've used NiCad packs for as long as I've been flying. But recently, with larger aircraft that I've been building, I was looking for something that might be better. Like everyone else who started flying electric powered models, my main power source has been Lithium Polymer (LiPo) batteries. The problem though of adapting these batteries with our radios systems was that the voltage out of a 2 cell LiPo pack was just too high. Receivers could handle the higher voltage due to built in regulators, but the raw battery voltage supplied to the servos would just burn them out if used. Then in 2006 A123 Systems introduced a cell known mainly as the A123. The chemistry was lithium based called Lithium Iron Phosphate (or Lithium Ferrite Nano Phosphate), usually abbreviated as LiFe or LiFePO₄. These batteries quickly became the battery of choice for battery powered hand tools due to the fact that they were extremely rugged, could be charged at least 1000 times before significant capacity loss, could be charged in a short amount of time using high currents,

and were capable of supplying high amounts of current.

Eventually, these cells came to the attention of electric flyers. However, despite their rugged nature, the fact was the nominal cell voltage was less than that of LiPo cells. So a similar cell count battery pack couldn't deliver the same power to a motor as the same cell count LiPo pack could. LiFePO₄ battery packs still are used by electric fliers as a flight pack battery, but for this application just are not as popular.

However, as it turns out a 2 cell LiFePO₄ battery pack has essentially the same voltage levels as are found in a 5 cell NiCad/NiMH battery pack, which people have used for years in model planes, although they are not as popular as the standard 4 cell NiCad/NiMH packs. So within the last couple of years Lithium based receiver packs based on LiFePO₄ chemistry have been introduced to the modeling community. Tower Hobbies for instance, sells LiFe batteries packs for receivers and transmitters. However, not all LiFe batteries are the same as the original A123 cells. They are usually not as rugged, usually can't deliver the same discharge current and depending on the brand, might not be able to be charged at the same high levels. My experience has been only with the A123 battery packs so the rest of the information that follows relates to their use.

A123 battery packs used as a receiver pack have several advantages over current NiCad/NiMH technology:

- Half the weight of NiCad's, with no loss of performance
- Capable of up to 30C discharge (limited by wire size)
- Low self discharge – retains better than 95% charge for a month or more
- Long cycle life – over 1,000 cycles at 10C discharge
- Resistant to explosions/fire, even from accidental overcharging
- Extremely flat discharge curve, better than NiCad's and LiPo's
- Not sensitive to heat like LiPo's
- Can be quickly charged in about 15 minutes



- Servos run faster with higher torque

A123 battery packs of course, do have their disadvantages also:

- They only come in 2 sizes – 1100 and 2300ma
- Need a charger specifically capable of charging LiFe cells
- Balancing required, but far less frequently than LiPo's

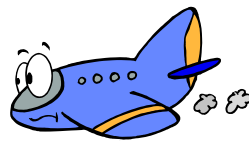
For me the disadvantages of A123 packs really haven't been a show stopper. The two capacity sizes fit in with the type of planes I fly, I already had a LiFe capable charger and after 8 months of use, I've yet to find the cells out of balance enough to need balancing (but I do have an AstroFlight A123 Blinky to do the deed if needed).

I currently only have one A123 pack in use. It is installed in my Hanger 9 UltraStick and has been performing flawlessly. The speed of the servos has increased as well as the torque. So long as your servos are rated for 6v operation (see the specs on the servo box), you are good to

go. The flat resting voltage of an A123 pack is 6.6v. My 2 cell battery pack is made from 1100ma cells and so is capable of delivering a constant 33 Amps if the wiring could take it. The result is a delivered fairly constant voltage with more than sufficient current capability to meet the demands of the servos. After 8 months of use I'm now convinced that for me, when a receiver battery pack is going to be required, it will be a 2 cell A123 battery pack unless the size of the plane dictates using a NiCad (such as a 1/2A plane). The advantages are many, the disadvantages few, so I invite you to do your own investigation to see if this new technology might suit your needs also.

I'm going to do another article about the equipment I use and how I implemented the use of the A123 battery pack into my UltraStick. So look for it in a future newsletter.

----- Rick Hanners





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 Alfys Pizza in the Staples Plaza on RT2, Monroe, WA. During the summer months (weather permitting), the club will meet 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 11 Alfys Pizza
- November 8 Alfys Pizza
- December 13 Alfys Pizza
- January 10 Alfys Pizza
- February 14 Alfys Pizza
- March 12 Alfys 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>) has lots of photos of our field.



Next meeting, **Tuesday, October 11, 6:30 PM** at our Alfy's Pizza in Monroe on SR 2 (see page 9).
Program: **Rebuilders Contest**



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Visit Our "New"
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