



# 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 2012**  
**Volume 19 Issue 10**

## Barnyard Buzzards

Model Airplane Club

AMA Chapter 2953  
Monroe, Washington

Next Club Meeting is **Tuesday, October 9, 2012, 6:30 PM** at Alfy's Pizza, Route 2 in Monroe ([See page 9 for a map](#)).

**Program: Rebuilders Contest**



### President's Message — Bryan Reightley

Buzzards and Friends,

The club has been working to develop our new flying field for nearly a year. Two week's ago a huge milestone was reached with the access road receiving a layer of crushed concrete placed over fabric. This combination of materials will serve us well for now and even better once we can afford to place

a layer of 5/8" minus crushed rock on top.

Last Wednesday Tim Baird and Ron Swift held an evening instructional session with a local group of scouts. This was followed on Saturday with a buddy box flying session. Luke manned the BBQ and

*(Continued on page 2)*

### Inside this issue:

<a href="#">President's Message</a>	<a href="#">1</a>
<a href="#">September 14 Meeting</a>	<a href="#">1</a>
<a href="#">Rick's Highway</a>	<a href="#">6</a>
<a href="#">Scout Outing</a>	<a href="#">7</a>
<a href="#">Flying for Fun</a>	<a href="#">8</a>
<a href="#">Rebuilders Contest</a>	<a href="#">8</a>
<a href="#">Safety Corner</a>	<a href="#">5</a>
<a href="#">Wenatchee Maiden</a>	<a href="#">4</a>
<a href="#">Club Meetings, Maps and Field Info</a>	<a href="#">9</a>
<a href="#">Pilot Training Program</a>	<a href="#">9</a>
<a href="#">Club Officers</a>	<a href="#">1</a>

### August 14th Meeting Minutes — Tim Baird

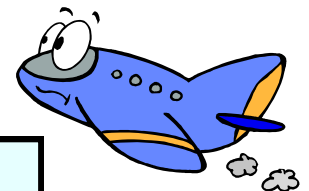
The September meeting was called the order by President Bryan Reightley at 6:25 PM. Bryan introduced the officers present:

- President - Bryan Reightley
- Vice President - Jim Reynolds
- Secretary – Tim Baird
- Treasure - Rick Hanners
- Safety Officer – Vince Bell

- Newsletter Editor – Ron Swift
- Field Manager - Jay Bell
- Webmaster – Ron Rueter
- Treasurer - Rick Hanners was on his way.

A motion was made to accept the minutes from the previous meeting as published in the newsletter. This

*(Continued on page 2)*



### Club Officers and Contacts

President: Bryan Reightley (206) 940-0638

Vice President: Jim Reynolds (360) 435-9662

Secretary: Tim Baird (360) 348-6033

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)*

much fun was had by all those who participated. Thanks Tim, Ron, and all those who helped them.

Don't forget beginning in October the club once again holds our monthly meeting back at Alf's Pizza in Monroe. Also, nominations for next year's club officers will be open. Please give this some thought and plan to attend our next business meeting on October 9<sup>th</sup> at 6:30.

We'll have our 2nd annual Rebuilders Contest, so get your bag of parts, take some photos, grab some glue and fix up one of your crashed planes for the competition. Just bring your repaired model to the meeting. Unbelievable prizes await the contestants!

See you at Alf's Pizza and the new field,  
Bryan Reightley, BBMAC Club President



*(Continued from page 1)*

was seconded. There was no discussion. The members voted to approve the minutes. Motion passed unanimously. .

Bryan asked visitors and new members to introduce themselves.

Jack Koos was visiting and will likely be a new member.

### Officer Reports:

Treasurer - Rick Hanners reported on our financial health with a brief accounting of moneys we have on hand. We still have moneys with which to complete the field and the access road.

Newsletter - Ron Swift and Bryan voted that John Rennert won the first Monthly Photo Contest.

Ron Rueter Asked for member submissions of Build projects, photos, articles or other content that might be appropriate for our Website.

Vice President - Jim Reynolds mentioned that our 7<sup>th</sup> annual Charity Auction will be on Sept 15<sup>th</sup>. There will be two special tables, one for the Charity items and one for the Field Development fund. The auction will start @ 10:00AM and go until all items have been auctioned with a target end time of 2:00 PM. Sandy will be cooking hamburgers and hotdogs.

Jim recounted a near catastrophe while leaving the field one day recently.

After Jim Was finished flying for the day

he packed up and headed out the US2 gate headed west. As he straightened out in his lane he was faced with a car that had chosen that time and place to pass a car ahead of it. Jim was able to avoid the collision but it was close. Please keep in mind that entering and exiting US2 is a high risk proposition. Take care when you do so. Bryan stated that the US2 gate has served its purpose. We should all be using the access road to access the field.

Field Manager - Jay Bell not in attendance. Bryan covered this.

We received an email for Jay Bell that Bryan shared with the club.

*Board Guys:*

*It looks like we need to cover 250' of road in the bog area to give us some chance of using it this winter. The price for the 2 X4 concrete/asphalt mix is \$12 per yard. The fellow at the rock place says we need a minimum of 45 yards to do this for a 6" depth. That would be two tandem trucks at \$95 each. Gives a total of around \$800 with tax.*

*These are all minimums. We could do more. The rock guy also recommended that we use this for a while and then add the usual 5/8" minus later after we see how things shake out. Later would probably be next year.*

*What's your pleasure? Go with the minimum? Get more? Cover more of the bog area? (Means get-*

*(Continued on page 3)*



*(Continued from page 2)*

*ting more, but keeping the same depth overall.) Not do anything this year?*

*What about the RT 2 entry? Shall we get some smaller rock now or wait until we may add rock to the bog road.*

*Your humble and obedient servant,*

*Jay*

## Old Business:

Jay quoted prices for crushed rock for the Fern Bluff access road, but did not include the underlayment. There was some discussion about the original plan of laying down more hog fuel and later adding the rock. In the end the club has agreed that we need underlayment or the addition of rock will be mostly a waste of time and money. 400' by 12 feet of underlayment should be roughly \$350. Due to the added cost of the underlayment for the access road and that the field is nearly complete with some money left over; a motion was made to combine the funds for both into a single fund for field development. This was seconded and passed unanimously

There was further discussion about the quagmire area becoming a swamp again. This was caused in part by the excavator who cleaned out Arlene's trench/ditch this past year simply piled the dirt along an edge of the bank which blocked the water from draining into the ditch. With Arlene's blessing Ron Rueter will use the tractor to cut trenches into the mounds of dirt on the banks of the ditch to allow this water to run off.

It was also suggested and approved that the work on the access road be a priority and to do the work ASAP without any further delay so that we can phase out use of the US2 gate.

## New Business:

**None**

## Announcements:

Next Month's meeting will be at the Alf's in Monroe @ 6:30

Arlene is adding a few horses to her collection with the idea of using them for Vet rehabilitation and therapy. She will be adding a fence along the access road to keep them safe-

ly corralled. On the weekends she will keep them corralled in their barn and an upper field. During the week, the horses have priority to the field between gates 2 and 3.

Arlene contacted Bryan a few weeks in a row about planes flying directly over her house. This is a safety concern and she wants it to end. She also is concerned for airplanes flying over the roadway and over other people's property. Added to this was a plane that Ron Swift was flying for a couple of prospective members - its maiden flight - and resulted in lost signal from its transmitter, flew over Arlene's house, across the road and spiraled into the field of a neighbor's property. The gentleman came over and had a pleasant chat that included his experiences flying RC Aircraft. However, his wife came over later and made it clear that this scared her quite a bit and that this could not happen again.

To this end, new rules have been suggested that includes that all pilots have a spotter beside them to help keep track of whether the aircraft is still in our space. This suggestion was accompanied by information that we recently added to our website describing the dangers of becoming too focused on our planes and not on the surroundings. The spotter will be able to help with this. Other suggestions included that we fly primarily in the west end of the field. We, as a club, are used to the west end of the field being smaller and more crowded but this is opposite where we are now. Chet also brought info about how Marymoor is handling out of bounds flight controls. There are two 18" wide pylons in alignment of the runway that mark the out of bounds area. This gives a clear and simple reference of where the flight area is. The message is: "Do not fly behind here!" The Red Apple flyers in East Wenatchee have a similar rule with pylons marking the no fly zone.

Secretary Tim Baird announced the we finally have a scout day planned for our club again. This has been a long time in the making. We will conduct a ground school on Wednesday evening, Sept 26, followed by a day of flying and BBQ on Sat Sept 29<sup>th</sup>. Please consider attending whether it is to assist with the scouts directly or simply by showing off your aircraft.

*(Continued on page 4)*



(Continued from page 3)

### Program:

Ron Swift presented about buddy box set up and usage. He information covered different manufacturers and techniques to help setup and test the buddy boxes. This allows a smoother control transition between the Master and Slave transmitters

The meeting officially adjourned. The next meeting is Tuesday, Oct 9, 2012, at Alfys in Monroe at 6:30 P.M.

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

Sincerely submitted, Club Secretary, Tim Baird



Tim and his Builder's Contest Award-winning model. Maiden flight in Wenatchee 2012!

# Wenatchee Maiden Flight

## Luke and Tim's Red Apple Weekend Submitted by Luke



Saturday, the first of September, Tim and I got up REALLY early to go to Wenatchee to launch the maiden flight of his Rutan's Quickie, which he built from plans and has been working on for some 3+ years.

It was a beautiful day. When I got to his place to start loading the car, the moon was out and full in the northeastern sky. The clouds were wispy and still and there was blue sky in spades.

By the time we got to Wenatchee, the sun was alone in the sky and the temperature had gone from pleasant to "Thank goodness I brought Sun-Block and water". We met a couple of the members there and asked their permission to fly. They were more than accommodating. Vigil took Tim out to the runway and explained the field's rules, which were few but sternly enforced. Larry was very helpful in setting up the plane for the first flight and assisted as spotter (and after the landing, the retriever).

It was a rocky take off but once Tim did a bit of work on trimming, it flew quite well. I have some video shots which contain mostly the sky and engine noise, as I am no camera man. But Tim made several circuits fairly smoothly; then tried to land against a pretty strong wind. It gently crashed. It bounced hard on the grass and then came to rest on the paved runway; mostly in one piece.

After we packed up the Quickie, he brought out a couple of more planes and had a really good time flying. I realized what one can achieve in a flying field if a club had just a bit more than one and a half million dollars to work with and had a huge amount of airspace to play in.

We would like to thank the Red Apple club and the members we met there for being so nice to us. We were most impressed with the field and the cordialness of their club.

Luke



# Safety Corner

All seem to be going well at the new field, no serious injuries that I have heard about. Everyone is behaving themselves. We do need to watch our pattern to the north, since we agreed there shall be no flying over the white house to the north and a little east of the flight stations. The landlady lives there.

**Safety ain't no accident.** Safety is not an accident and we have to work to at it. Most accidents are not accidents at all. They are the result of overlooking some minor detail.

Two things I saw at the field the other day were so called "accidents waiting to happen".

1. A battery that was not charged, even though the owner/pilot said he charged the battery. Questioning the fellow, he told me it was new battery and he charged it overnight with the charger that came with his radio. The battery was a 2500ma NiNH. By the way the new battery had never been formed. We attempted to charge it with his Triton Charger and found that it would take less than 100ma for a charge. Even if the battery had been formed I doubt if it would have had enough charge to get in one good flight. I maybe wrong about the forming and battery was just bad. **Know the condition of your batteries at all times. Never trust a new battery, it is important to test it!**

2. Inspect everything multiple times. We also found a servo arm screw was missing from the aileron servo. He had brought the plane to the field only to get some runtime on the new engine. It is a good thing that he hadn't launched the plane with a nearly dead battery and the missing servo screw. So if he had crashed would it have been an accident, I don't think we could in good faith call

it an accident, do you?

We don't allow alcohol at the field, (except for fuel) of course, but that doesn't prevent having a couple drinks and coming to the field. Not a good Idea and against the AMA Safety Rules

Cold and allergy medications are just as bad as alcohol, if not worse. because they sneak-up on you. Even some of the over-the-counter drugs are just as bad, since they interfere with "normal". Take my word on this. Had it not been for another pilot in the right seat while making an ILS approach to Boeing Field one night, I may not have been here to writing this. I had taken one of those multi-purpose cold capsules before leaving Boise. When we got to Seattle I was tired and feeling a little light headed, but didn't think to much about it. All I had to do was fly the approach and land. At the Boeing outer marker I set the plane up for the approach **Gear Down** three green lights, and the rest of the checklist when we crossed the middle marker I looked at the green lights and for some reason I reached down and retracted the gear. Had it not been for the "WHAT THE H... ARE YOU DOING" from the co-pilot, I most likely would have landed with the gear up. Needless to say I learned a lesson that night. Don't fly RC or full scale after taking medication unless you know absolutely they will NOT affect you and your decision making and reaction times.

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



## 2013 membership renewal - re-up online today

AMA members should be receiving their annual "bill and ballot" for the 2013 flying season by the first of October. Along with the annual membership dues invoice comes a slate of AMA officers up for election. More and more, members are now renewing online - just about half do now - and are encouraged to do so in order to save the Academy processing time and money. Don't let your benefits lapse; renew today!

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# Rick's Highway





# Scout Outing



Thank you to everyone who helped out. And especially Luke, who did the cooking!





# Rebuilders Contest

This year we are again holding a **Rebuilders Contest** as our first in-door program at Alfy's Pizza. I have again volunteered to provide the prize for the winner. Again, 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. If you flew the airplane since the repair, this can push you over the top!

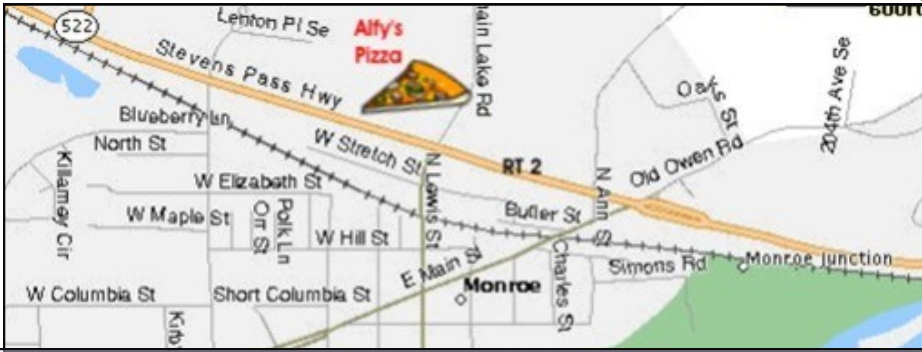
Bryan

## Flying For Fun



**Your Photos & Articles could be placed here.  
Feel free to submit them anytime!**

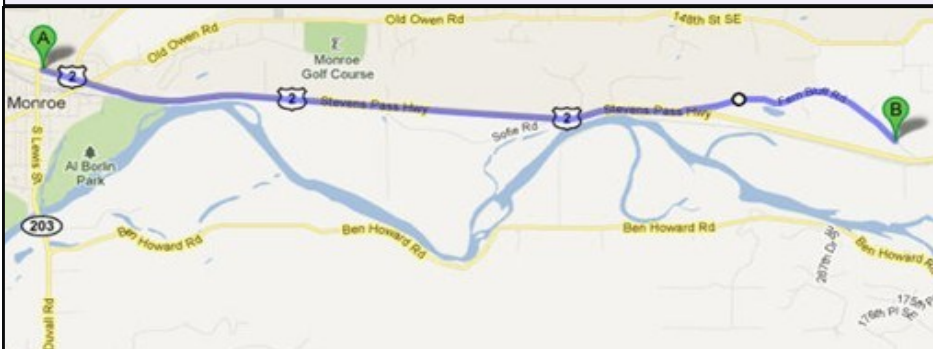




# Barnyard Buzzard's Club Meeting

**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 Alf'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. 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.

On US-2 beginning at the intersection of Main/Old Owen Road drive 3.4 miles east to Fern Bluff Road - turn left (there is a left turn lane) - drive 1.4 miles on Fern Bluff Road to the entrance gate on the right. Visit <http://www.bbmac.net> for the most current Field info.



## 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



### Upcoming Meetings

- Meetings begin at 6:30 PM**  
**2nd Tuesday**  
 October 9 Alf's Pizza  
 November 13 Alf's Pizza  
 December 11 Alf's Pizza  
 January 8 Alf's Pizza  
 February 12 Alf's Pizza  
 March 12 Alf's Pizza

### Our Flying Field

The field is located in Monroe on RT 2. If the gate is unlocked, feel free to visit! Our website (<http://www.bbmac.net>), has lots of photos of our field. We're under construction for the 2012 flying season.

Next meeting, **Tuesday, October 9, 6:30 PM**  
at Alf's Pizza along Route 2 in Monroe (see  
page 9).

Program: **Rebuilder's Contest**



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