



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 2014
Volume 21 Issue 10

Barnyard Buzzards

Model Airplane Club

AMA Chapter 2953
Monroe, Washington



Next Club Meeting is **Tuesday, October 14th 2014, 6:30 PM** at Alfy's Pizza on RT 2 in Monroe ([See page 7 for a map](#)).

Program: Board Nominations, Field Plans, & Batteries

President's Message — Chet Blake

Hey Buzzards,

Well this month is a mixed bag of subjects. So far I haven't seen anything about the **FAA** Public Rule except that they are considering and will probably grant permitted use of multi-rotor aircraft for filming movies and news type situations. Nothing has been released as of

this writing by the AMA except a sincere thanks to all who submitted arguments against the FAA Public Rule. Time will tell how effective we all were.

Progress at the Field has been pretty remarkable if you look at pics

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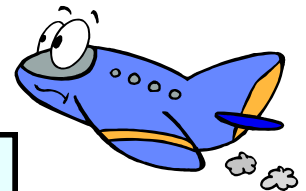
September 8th Meeting Minutes — Rick Hanners

The meeting was called to order by President Chet Blake at approximately 6:33pm with 12 members in attendance and one guest, Mike Bradshaw. 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. It was pointed out that some typo corrections had been made 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 (206) 234-7786

Website: Ron Rueter (425) 210-3911



(President's Message continued from page 1)

from April when it was in the raw, thru July with the dirt work and hydro-seeding and a month ago with the first grass cutting. If you haven't flown it yet, check it out and take a few flights. 417' is a long runway :0).

Nominations for ALL positions open up this meeting. I encourage any of you to run for an office. The Club depends and survives on members taking part and having ownership of issues, providing servant leadership and achieving results.

One last thing about a recent flying event that I experienced. I charged my Escapade, field checked the battery just before flight and it showed 5+ volts. After approximately 6 minutes of flight the plane was not responding properly. I immediately called out that something was wrong and started the landing pattern. It never got to the 'controlled' landing portion of the flight. It turned right aileron (my last command), froze there at approximately 1/3 throttle and spiraled in. Vince helped me retrieve it and we both had soggy pants, socks and shoes. (Big THANKS to Vince). Upon checking the battery back at the flight table it was 2.64 volts. In that short time the battery voltage fell below the receiver low voltage threshold, controls stayed at the last command and caused the crash. This is the second one this year. Ron Rueter experienced the same thing with the same type battery a few weeks ago. Was it the bat-

tery's fault? **Not at all.** Yes, I expected a better life out of it but I didn't cycle test it after not using it for a few months. Tale to the story, check and cycle the batteries before going to fly a plane, especially if it's been shelved for a while. It's soggy chasing after them out there!

See ya Flyin'
Chet



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minutes were approved.

Officers' Reports

VP – Joe Goffin from the Arlington Eagles asked to have the possibility of a reciprocal membership agreement brought up at the Buzzards September meeting. It would consist of a \$20 fee to join their club and vice versa for them to join ours. This would allow their members and ours, to fly at either field. The reciprocal member would be a non-voting member. Joe is going to bring the same issue up to the Eagles membership at their club meeting. Ron Swift brought up a concern that a reciprocal member might not be aware of all of the rules for our field plus our gate combination would then extend beyond our membership. Chet pointed out that our club members were provided with their gate combination and we were allowed

to fly for free up there in our time of need but agreed that some sort of orientation/checkout procedure should be in place at each club if the reciprocal agreement is put into place.

A motion was made to proceed with the agreement with the understanding that if we have an orientation procedure, we share it with any interested party. MOTION PASSED. This will all hinge on the Arlington Eagles also agreeing to a reciprocal agreement.

Treasurer – The club treasury stands at a healthy level. Next month the 2015 budget will be presented.

Secretary – The membership level at the present time is 28 paid members. Recently a survey request was sent to Tim Baird as the BBMAC club contact. Lois Mock of the AMA was contacted about that issue. The AMA does have

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the Secretary listed as the Club Contact but the survey request was done using the previous years contact list as the end of the club chart renewal period was not finished at the time. This issue has now been corrected.

Safety Officer – No issues to report but with more members starting to fly at the new field, space will start to get tighter, so members should be more aware of their environment plus we will eventually need to get all the various things like tables, pilot enclosures, etc. in place.

Newsletter Editor - Printed copies of the newsletter are available for anyone who wishes a hard copy. Hobbytown has requested some more copies to hand out.

Field Manager – We need to spread fertilizer on the runway as a fall/winter feed and would like to do that on Saturday, September 13th. Also cheap (\$2 a yard), screened fill has been located just a few miles away at a quarry and it might be a good idea to buy some for the bare spots and ruts on the field.

A motion was made to allocate \$300 to purchase the screened dirt, fertilizer and any fuel associated with this activity of rut filling and bare spot covering at the field. MOTION PASSED.

Webmaster – There have been some broken links on the website but they will be corrected. Also any content that can be posted, such as pictures and articles, would be appreciated. On a side note, it would be nice to eliminate the beaver dam to the south. The state is going to be moving beavers from western to eastern Washington and perhaps we could get them to trap and move these beavers so that the dam could be dealt with. Jim Reynolds volunteered to research this.

OLD BUSINESS

FAA Special Rule

September 23rd is the new deadline for submitting comments. On the AMA website is some suggested wording for a reply to the FAA. It is suggested that all club members submit their opposition to the FAA interpretation of Model Aircraft rules.

Hill Clearance

We were talking about seeding it with some cheap grass seed but since the last meeting, it has started to get “green” with the growth of weeds and other foliage, so probably we do not

need to seed it.

Christmas Party

The party has been tentatively set for December 13th. Bryan contacted Matt and the lodge is now booked for December 13th. Ron Swift reported that one caterer would ask \$20 a head due to the distance they would have to travel. No plans were finalized as to what sort of party (catered, potluck, etc.) we are going to have.

Grader

The grader that Robb Sarsten used during field construction still is sitting in place. Bryan Reightley will contact him again about moving it out of our field area.

Hughes Lake

How to haul stuff out to the lake as a group, still has to be worked out. The rangers have a small runabout that could be used but it would probably be better to have a small light trailer. No solution has been worked out yet.

Flight Pattern Approach Height Over Road

We need to highlight where the road is for an approach from the north plus provide some sort of height reference so people do not come over the road too low. Jay Bell is going to come up with hardware to do this and set it up.

NEW BUSINESS

Field Development Progress

The new frequency board was delivered into the barn and will need to be setup along with all the other field equipment at the appropriate time. With the fall rainy season approaching us, we probably need to start cutting back on how much we water. This will be a judgment call but probably by the end of September we will probably stop watering. Currently the water schedule is covered by members.

Members were cautioned about aircraft recovery due to hidden small creeks and standing water, especially in the area to the north of the road. It is strongly advised to have a walking stick to test the ground in front of you plus wear at least rubber boots. Downed aircraft recovery can be difficult due

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to the nature of the land surrounding the flying field.

Chet also brought to the membership's attention that when you unlock the gate to come into the field, you should rotate the combination tumblers so they do not stay at the correct combination as there are any number of people who walk/drive, up and down the road.

Possible Fall Meeting Location

Alfy's was contacted to schedule our meetings at that location. Chet reported that the gal he spoke with penciled us in the schedule but also told Chet that she had to talk with someone else about it. So Chet is going to contact them again to make sure that the club meetings are scheduled in.

Miscellaneous

Ron Swift reported that he had purchased a bunch of wings and other bits from Tim. Tim has discussed with Ron the idea of possibly assembling a club trainer out of these bits, but there was still the issue of how it would be

maintained and stored. This discussion was tabled so Tim could make a motion and contribute to the discussion.

Meeting adjourned at 7:41pm

.....Rick Hanners, Club Secretary



Club Meeting and Flying



Safety Corner

All is going well at the new field. The grass is growing like mad. No white house to worry about flying over, however there are trees that will snag your airplane. So far no one is complaining about the noise or anything else. Only some members complaining about the parking, which has not been formalized yet.

If you look at the accompanying photo this is what the field looks like on approach from the north. The only safety issue here is the altitude that you are at crossing the road. Cars and trucks coming from the east you will see long before they are a problem. The flip side is cars and trucks coming from the west. The barn is blocking the view. The solution is simple; have at least 20 feet of altitude minimum when crossing the road. The good part is that the traffic on the road is very light. Stay above 20 feet crossing the road and we won't have any problems. The safety barriers are approximately 50 feet from the left side of the field for your reference.

Batteries are the life blood of our hobby. No battery juice and it's no control, not good no matter how you slice it. At the new field we have had two incidents of batteries not taking a full charge in the past couple months. Both planes experienced the same failure mode. They both flew for a few minutes when control was lost

sending them in to a mucky end. The first one went down north of the field and was not recovered for several days. When the owner/pilot tried to charge the battery it would only take a small charge. The next one same scenario, but it was recovered within an hour or so. Testing the battery it was found to be very low also, and would not take a full charge. The moral of the story is:

Know the condition of your batteries at all times. By the way—never trust a new battery.

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





Fertilizer & Filler Fest





25600 Monroe Camp Road, Snohomish, WA

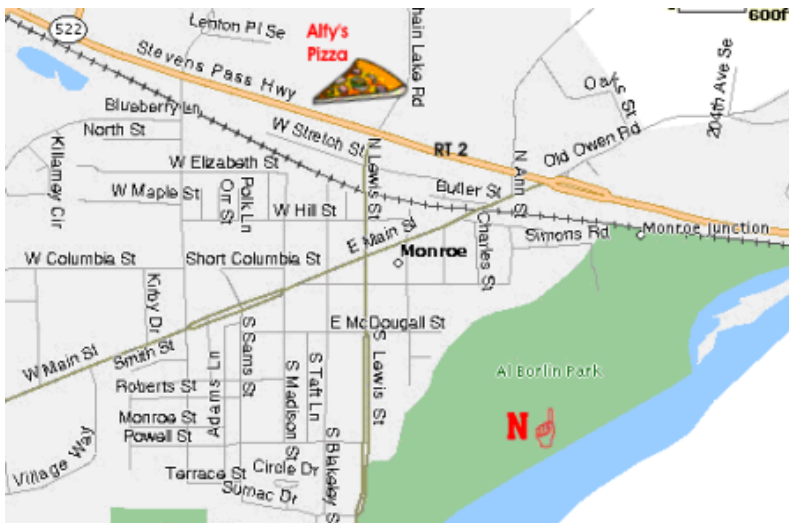


Camp Edward is located near Monroe, Washington in Snohomish County. The most common route is from Highway 2 in Monroe. Turn north onto Woods Creek Road. A Shell gas station and Indian restaurant will be on the left. As you travel north on Woods Creek Road, it will come to a Y intersection, stay to the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

Note: If you happen to go to 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 Roesiger 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.



Yes, our flying field is open, but still being developed. We are accepting membership applications for the rest of 2014 and all of 2015—one fee!

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.

Upcoming Meetings

- Meetings begin at 6:30 PM
- 2nd Tuesday**
- October 14 Alfys Pizza
- November 11 Alfys Pizza
- December 9 Alfys Pizza
- January 13 Alfys Pizza

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 October 14th 6:30 PM** at A;fy's Pizza along Rt 2 in Monroe ([see page 7](#)).
Program: **Board Nominations, Field Plans, & Batteries**



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



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Your classifieds, photos and articles can be added here when you send them to Ron Swift.