



# Buzzard Droppings



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 2019**  
**Volume 26 Issue 10**

## Barnyard Buzzards

Model Airplane Club

AMA Chapter 2953  
Monroe, Washington

Next Club Meeting is Monday, October 14<sup>th</sup>, 6:30 PM at Alf's Pizza on RT 2 in Monroe ([See page 9 for a map](#)).  
**Program: Rebuilder's Competition**



Nite Fly October 26th.  
[See our events schedule.](#)  
All AMA members invited!

### President's Message — Mark Weeks

Hello Buzzards,  
Summer has flown by so quickly this year. We had an event-packed year and I feel that they all turned out really good. I can't thank Vince, our V.P. enough for doing an excellent job of making sure each event went off without a hitch, that we had food provided and some

sort of recognition for the winners. While we still have a few events left on the books nothing would make me think they won't go off as planned.

We'd originally planned to have our club auction in the spring but

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### September 10<sup>th</sup> Meeting Minutes

President Mark Weeks called the meeting to order at 6:30 PM  
President Weeks introduced the club officers:

- President – Mark Weeks
- Vice President – Vince Bell
- Secretary – Chet Blake
- Treasurer – Vaughan Houser
- Safety Officer – Don Bailey

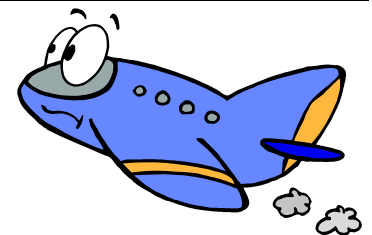
16 Club Members were in attendance – 1 Guest was in attendance, Doug Hoff

Motion to accept minutes as posted, seconded and passed.

### OFFICER REPORTS

Vice President – Vince reported that the Combat event on Sept 7 went well and congrats to Mark on his first time being Contest Director! Floats-n-Boats date has changed to Sunday, September 22 due to a con-

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### Club Officers and Contacts

President: Mark Weeks (425) 328-5705

Vice President: Vince Bell (425) 788-2456

Secretary: Chet Blake (360) 863-2953

Treasurer: Vaughan Houser (360) 691-2800

Safety Officer: Don Bailey (425) 350-9557

Webmaster: Mark Weeks (425) 328-5705

Field: Jay Bell (206) 234-7786/ Bryan Reightley (206) 940-0638    Newsletter Editor: Ron Swift (425) 788-6045



*(President's Message continued from page 1)*

we had to change the date. With last October being dry, we figured that we could take a shot and move it to this October. Since mother nature keeps messing with our plans and events have had to be adjusted, we're lucky we have landlords that can't be beat! Brian reached out to Ranger Dave and asked if we could possibly use the lodge in case it rains that Saturday for our auction. Camp Edwards lodge was booked so Ranger Dave offered up Camp Piggott's lodge. This is twice in the same month they have helped us out with our events. The first Saturday in October, we will have our club auction, then the rebuilders contest Monday the 14<sup>th</sup>, to be held at our business meeting and the last flying event for the year will be our Night Fly held on October 26<sup>th</sup>. If and when you run into the Rangers Please let them know how thankful we are for all they do for us.

Last week I was set to make "My" first flight on the large scale Taylorcraft I'd purchased at the Expo. I had flown it once before but only after Vince had taken off and got it trimmed. I made a few circuits and then had him land for me. Last week I figured that I was ready to go for it on my own. I did my preflight, got it started and all warmed up and taxied onto the Runway. I was ready to go! Just before I took off, I asked Vince to stand close just-in-case. I took off and everything was looking good then the controls got mushy, it seemed my inputs

were not working, in my ear Vince was saying, "Give it gas!" I did what he said but clearly not enough. I still struggled to keep it in the air, that's when I felt a slap to my throttle thumb and he assisted my thumb into giving it full throttle, the plane snapped to life and controls came back to what I remembered from my first flight. Whew! I flew it around some and made my landing, (right at center runway I might add). After I regained my composure, Vince explained to me that I did not have enough air speed and that's why I had so little control. We debriefed and I am confident and ready to go again. I guess if there is a moral to my sharing this, even if you are an experienced pilot it's never a bad idea to fly with a buddy. Have someone close to you so if you have issues, they can lend a hand.

See ya at the field!  
Outgoing 2019 President, Mark



*(Continued from page 1)*

flict with the Scouts, Annual auction is Oct 5, Re-builder's Contest is October 14 (Moved to Monday), Fall Night Fly is October 26 and Annual Christmas Party is December 7.

Secretary – Chet reported 45 members

Treasurer –Vaughan reported that finances are in good shape and he started receiving his first round of expense reports to be able to properly record and categorize expenses.

Safety Officer – Don reported an incident at the Combat Event where a near miss to fliers as the errant plane cruised past them and hit a vehicle causing damage. It is felt that the plane separated at a previous repair. Check all repairs for them being stout and trustworthy. Remember that glow fuel softens glued joints and deteriorates firewalls also. There were 2 props strikes this month that makes awareness of having some first aid supplies in your vehicle or flight kit a priority.

Field Manager – Bryan reported that floor vents had been installed in the container to help cross ventilate. Jay has installed a post to mount the solar pan-

el and is also looking for LED lights.

Newsletter Editor – always looking for new and event info for the newsletter.

Webmaster – Pics, news and comments are always wanted for the website.

## OLD BUSINESS

Mark mentioned that Horizon Hobby and the AMA have partnered to get people started in model aviation and calling it flight school. Buy a qualifying plane, get 3 months free AMA and possibly hooked up to a Club for instruction.

Mark once again thanked Ron Swift, Larry Correa, John Rennert and Tom Fixel for their work on installing the car track driver's stand railings. Well Done!

We still need 2 more flight tables. Chet bought the supplies and ready to start kitting them to build at the field.

Mark reminded everyone that if they move a flight table to please return it to the original spot

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when done.

It has been noticed that everyone seems to be doing a pretty decent job of using the flight stations. Police each other and politely remind someone if they aren't using one.

Mark brought up the fact that Jim Stewart donated his tractor w/brush hog and time to clear about 4.5 acres east of the runway. A motion was made, passed and seconded to compensate Jim for fuel and tractor use.

Mark presented Ron Swift with his 2 ARF awards from the Builder's Contest [1<sup>st</sup> & 2<sup>nd</sup> place] and Chet presented Mike Small 3<sup>rd</sup> Place, Dart Sharp 2<sup>nd</sup> Place and asked Dart to give Grant Schatz his 1<sup>st</sup> place award. Chet also thanked Vince Bell for the work he's doing on the certificates for the Club. They look great!

## NEW BUSINESS

Chet and Mark went to NWSAM Championship at Wenatchee Red Apple Flyers August 23<sup>rd</sup> to check it out and to watch and support Ward and Don. The Wenatchee wind was not favorable to flying and many flights were canceled both Saturday and Sunday.

Safety - Need for a first aid kit outside of the container, most likely on Frequency board. Motion made, seconded and passed to order a First Aid Kit and mount it.

Nominations for new officers start next month. Start thinking about volunteering.

Meeting day had to change to Monday due to issues at Alfys Pizza. Currently they have no help for Tuesday nights and will not be open Tuesdays until further notice. Hopefully only through next month.

Floats-n-Boats event changed to Sunday Sept 22 due to conflict with Scouts.

Fall is here and will bring wind and showers. Car track is ready for those days, bring your car/truck and enjoy the hard work of those involved in the track and driver's stand.

Dean found a place to order the heavy wall drain spout to build gremlins. It has to be a 10 piece order appx. \$13.6 each plus tax. We are going to place an order. Who would like to get a build going for next year's combat event? Contact Mark if you're interested in buying a length.

Tim mentioned that he is moving to the Roy area and as of the 20<sup>th</sup> he'll probably not be at the field any longer. We wish him well in his new career and thank him for his years as a member of the Club.

Chet mentioned that Mark did a GREAT job at

CD'ing the Combat Event. Welcome our newest Contest Director!

In March we tabled a motion to accept proxy votes for those who do not attend meetings. The motion was made which brought much discussion both pro and con. After checking the by-laws, there is no provision one way or another as to the method of voting but it does state in Section 7, Membership Categories...

a. Full Member: Full Members have full voting and flying rights. Full flying rights for new members are established after passing Safety/Checkout flight requirements as established by the Executive Committee.

b. Family Member; Family Members of a full member may join, but only the original full member will have voting rights, and the family member may not hold an Executive Committee position. A Family member has unrestricted flying rights after passing Safety/Checkout flight requirements as established by the Executive Committee.

c. Student Member: Student Member must be attending school full time and must have a sponsoring Full Member listed on their membership card. Student Members have no voting rights, may not hold an Executive Committee position and must have a Full Member present during all flying activities at this club's field(s).

d. Junior Member: Junior Member must be under 18 and must have a sponsoring Full Member listed on their membership card. A Junior Member will have no voting rights, may not hold an Executive Committee position and must have their sponsoring Full Member present during all flying activities at this club's field(s).

It was decided that an email notice of nominations for the 5 Executive Board Positions plus the Special Service Award will be emailed to the membership at least 5 days before the date of the election. The entitled voter **MUST Reply to ALL** (Meaning all 5 Executive Board members) by **6:30 pm 24 hours before the election**. In doing so the legitimate vote(s) will be counted on election night.

Steve Stecko commented on the Combat Event that it looked really fun and is wanting to build a Gremlin type combat plane. He's looking for any info on the build, wing dimensions and profile and fuselage info. Any help to him would be appreciated.

*(Continued on page 4)*



### PROGRAM

Jim Stewart brought his finished and flown Robin Hood. Don did the initial flight and it flew straight and true. Plenty of power and very much looked like the full size at Boeing Museum of Flight. It was built from an Old School Construction kit, covered with Hobby King covering and electronics. Nice Job!

Rich Primo brought a Control Line ME109 that he built with a .19 glow engine covered with Ultra Coat and matching painted profile fuselage. He encountered some difficulties breaking ribs and covering issues but overcame them and achieved another Nice Job!

Mark brought a video of his Parachuting adventure at Harvey Field some 14 years ago. Great video and representation of what it's truly like. He said he'd go again without hesitation.

### ANNOUNCEMENTS

There was a question last month by Gerald

Gunnels as to when the Barnyard Buzzards became a Club. Doug Hoff (one of the founding members) researched and found that the Club formed in the Spring of 1990. Thanks Doug!

**ADJOURNMENT** 8:00 pm.

Respectfully Submitted by Chet Blake BBMAC



# Buzzards Charity Auction



## Upcoming Events

Combat	September 7	Annual Combat
Rebuilder's Contest	October 14	If You Crashed and Rebuilt Your Aircraft, Bring it - Might Win a Prize!
Night Fly #2	October 26	Practicing Night Flying Skills
Christmas Party	December 7	Annual Christmas Party - Camp Edwards Lodge 3 PM
Freeze-In	January 4, 2020	Annual Freeze-In - A Challenge to Stay Warm and Fly. We will have the burn barrels fueled and ready!



# Safety Corner



Don Bailey

## When 'Good Enough' is not Good Enough

My father used to amuse himself by wandering around his shop saying "If you're going to do something, do it right or don't do it at all!" He thought he had made that up, and we let him think so. In truth, it is a time-honored maxim, and it has never applied more succinctly than with the art of building and repairing model airplanes. There are all sorts of shortcuts and quicker, cheaper ways of doing things when fixing up a model airplane, but it is all too easy to fall into the complacency of a 'that-should-do-it' mentality, and we pay the price when we later discover the downside of our hasty workmanship.

I used to fly an all-foam Midwest Super Chipmunk, with a hot little OS25 MAX engine in the nose. Maybe you had one of these back in the day. They were great flyers, snappy and responsive (if a bit heavy), but they had a tendency to tip stall on approach if you weren't paying attention. I did just that more than once. Each time I did, the engine would break away from the front of the airplane, taking the firewall and fuel tank with it. And each time, I'd take it home and mix up some 5-minute epoxy and glue the broken pieces back together again. After awhile, the airplane didn't look as nice and new as it once did, as you can well imagine, but it still flew well, and I was determined to get the most out of it. And then one day, I was doing a blistering snap roll over the runway at full throttle, and—quite to my surprise—the engine pulled right off the airplane and flung itself out over the crowd of bystanders! I felt lucky that the engine cleared everything and ended up safely out in the tall grass where it couldn't hurt anyone, but maybe my 'good enough' epoxy repairs weren't so good after all.

When I collected the airplane and examined it, it dawned on me that every new repair in the all-foam airframe was a fresh break, and rarely did I re-glue the same joint. I realized that I was rejoining the broken parts together again with epoxy, but I was overlooking entirely all of the compromised foam on either side of the separation. The airplane was basically fracturing from all of the abuse. The proper thing to have done would be to replace the fuselage with a new one, but barring that, I should have at least fiberglassed the compromised area on the outside, which would have provided a load-bearing

shell and prevented the fatigue failure that finally ended the Chipmunk's career.

Over the years, I have learned to question my repairs with this important principle in mind—is the repair stronger than the original structure? Or is it just 'good enough'? Nowadays, I always try to back up a repair with added structural elements, such as ply doublers, back-up plates, uni-directional carbon fiber or carbon mat, and even screws or bolts where possible. If the resulting repair isn't better than it was before, then I've got a compromised airframe that shouldn't be trusted—unless I really baby it, and who wants to do that? And there are times, particularly with oil-soaked wood that won't allow a good glue bond, where replacement is the only proper repair. Whether we cut away the bad wood and splice in a new section, or just start over with a brand-new airframe component, the right way is always the safest way, and it is up to our own judgment to decide if the airplane is worth the trouble of a quality repair.

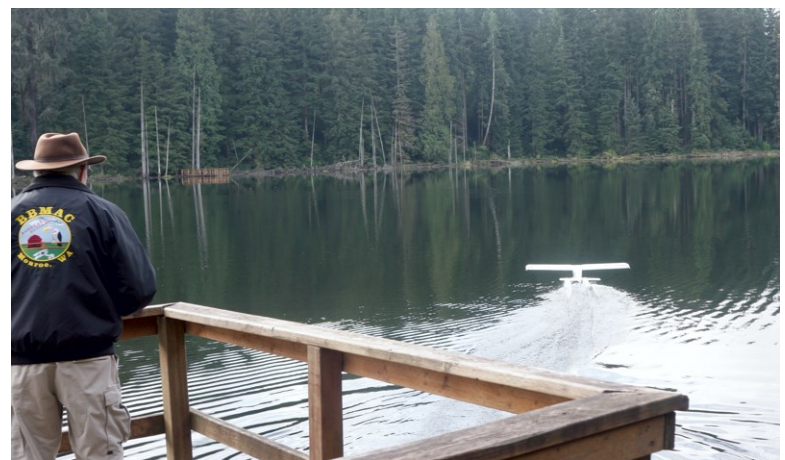
Until next time, be safe and have fun! -- Don Bailey, Safety Officer

Examining the Dazzler airframe that exploded into fragments during a Combat heat with Chet, it is apparent that the previous owner did some repairs to the fuselage. I apologize to the attendees and especially Norm for the incident and damage! I had flown the model many times, but apparently combat can add a lot of unusual stress on the airframe. Ron Swift





# Boats-n-Floats II

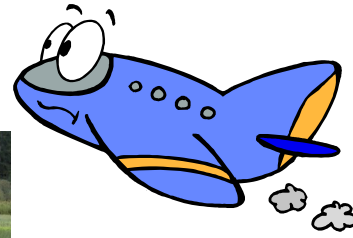


Yes, only a few of us showed up on the rescheduled Saturday, September 21st event, but Sunday was actually full of rain and tougher conditions. Thank you to the Scouts for offering the Saturday timeslot. If case you're new to the Buzzards Floats & Boats event, we hold these twice a year, open to all AMA members. Parking is very tight, but what fun once you arrive. We can owe a big thank you to Jay and Bryan for preparing the area for the event.





# Buzzards Combat 2019







# 25600 Monroe Camp Road, Snohomish, WA



**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. 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 PM.

### Upcoming Meetings

Meetings begin at 6:30 PM  
2nd Tuesday

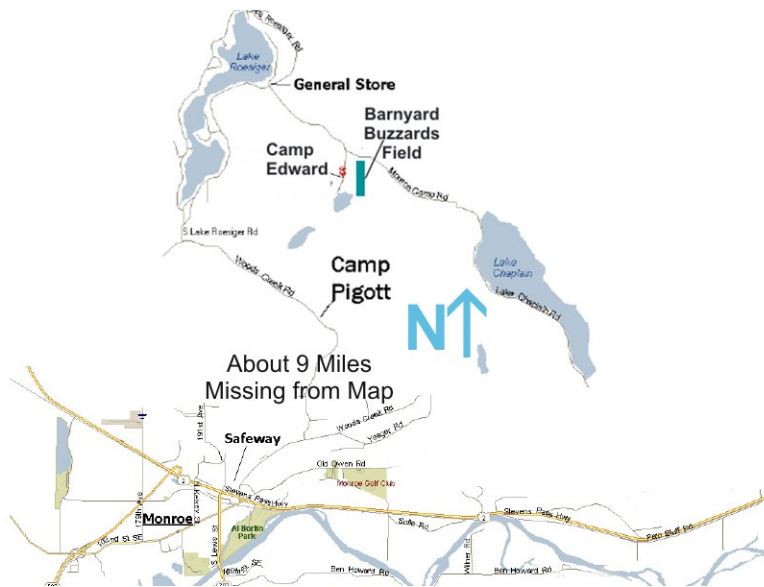
Oct 14	Alfy's Pizza
Nov 12	Alfy's Pizza
Dec 10	Alfys Pizza
Jan 14	Alfy's Pizza

Camp Edward and the Hanner's Memorial Field are located north of 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 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 at Lake Roesiger Road. At the next "Y" intersection, stay right, staying on South Lake Roesinger Road. Turn right at Monroe Camp Road, (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. It seems complicated, but once you come out, you'll see it is an easy drive...

—>Alfy's Pizza (our monthly meeting place) is along RT2 in the Staples plaza near the new Harbor Freight store.



## 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.

### Current Flight Instructors:

- Chet Blake (360) 863-2953
- Paul Dibble (425) 359-1808
- Ron Swift (425) 788-6045





Next meeting, **Monday, October 14<sup>th</sup> 6:30 PM** at Alfy's Pizza on RT 2 in Monroe ([see map on page 9](#)).

Program: Rebuilder's Competition



**BBMAC**  
16325 315th Ave. NE  
Duvall, WA 98019

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

**North West**  
**MODEL HOBBY** **EXPO!**

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**January 25 & 26, 2020**  
Saturday: 9 am - 6 pm    Sunday: 9 am - 5 pm

**HobbyTown USA**

1130 SE Everett Mall Way, Suite F  
Everett, WA 98208

Phone: (425) 355-8086  
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