



# 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.

**November 2012**  
**Volume 19 Issue 11**

## Barnyard Buzzards

Model Airplane Club

AMA Chapter 2953  
Monroe, Washington



Next Club Meeting is **Tuesday, November 13, 2012, 6:30 PM** at Alfy's Pizza, Route 2 in Monroe ([See page 9 for a map](#)).

**Program: Float Plane Prep and Flying**

### President's Message — Bryan Reightley

Buzzards and Friends,

Following several great months of great flying weather, our fall weather has finally arrived. Although we all enjoy the time we spent flying, a change in weather affords us time to refine other skills we utilize in our hobby. Some will cherish the opportunity to build their next project. Others may find

time to work on their rebuilding skills. Others will continue to fly regardless... Last winter I made time to build my first glow plane after many years of flying electrics. Although building an ARF was nothing new, I did gain valuable insight into the workings of a

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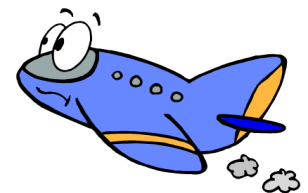
### October 9th Meeting Minutes — Tim Baird

The October meeting was called to order by President Bryan Reightley at 6:33 pm. Bryan announced the club officers and appointed officials:  
President - Bryan Reightley  
Vice President - Jim Reynolds  
Secretary - Tim Baird  
Treasurer - Rick Hanners

Safety Officer - Vince Bell  
Newsletter Editor - Ron Swift  
Field Manager - Jay Bell - Unavailable  
Webmaster - Ron Rueter - out of town for the winter!

A motion was made to accept the minutes from the previous

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### 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)*

glow power system. My point is even though we may not get a chance to fly as often during the winter flying, the RC hobby and building planes is without a doubt a year-round hobby.

As a club, we promote our hobby in many ways. Besides providing members a place to fly, we give back to our community through charitable donations, educate and mentor people new to the hobby, and challenge those who have been involved for many years. But most of all, we support our own members and help them to further enjoy the hobby. A key factor of being a successful club is participation by members. Monthly meetings attendance has declined over the past year. Now

that we have a new flying field, I hope participation will increase. Nominations for next year's club officers are open. Voting will be held during our December meeting. It's understood being a board member is not for everyone, but this does not preclude members from attending meetings and participating in the process. I look forward to seeing many of you at our next meeting on November 13th

See you at the new field,

Bryan Reightley  
BBMAC President



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meeting as published in our October 2012 newsletter. This was seconded. There was no discussion. The members voted to approve the minutes. The minutes as published were accepted.

Maryah and Julia Baird were visiting. We are still planning on having Julia join the club shortly.

### **Officer Reports:**

**Vice-President** - Jim Reynolds had no events to report but brought up that we still need to plan the Christmas party and the 2013 Freeze-In. While the date for the Christmas party is not yet confirmed, it is tentatively set for December 11<sup>th</sup> at Alf's Pizza. We are still looking for volunteers to help plan and organize the Christmas Party. If anyone is interested please let the board members know. The 2013 Freeze-In is set for Saturday, January 5<sup>th</sup> with a backup date of January 12th

**Treasurer** - Rick Hanners presented the proposed budget for the next year. The budget for the coming year is based on our current membership of 50 members. This is down significantly from 2010 when we had 59 members. This will require a raise

in our membership fee from \$70 a year to \$100. We were able to avoid this in the past, but with dwindling membership and added cost of a field still in development, this increase is unavoidable. It was moved to approve the proposed budget, seconded and approved. It is hoped with the continuing field improvements and our enhanced flying area, that we will attract some new members, perhaps even regain some of our former members.

**Safety Officer** - Vince Bell had no new incidents to report, but cautioned that we are still flying too close to Arlene's house, especially while setting up for landings. Please, let's all be cognizant of this issue.

**Field Manager** - Jay Bell was not able to attend but he was recognized for his effort to get the crushed stone delivered along with the underlayment for the Fern Bluff access road improvement. With the effort and time donated by a great core group of volunteers, we were able to get the roadway pretty well set up and ready for use. Please drive on outside edges when possible to help to compact the entire roadway rather than just the normal ruts. At this point we are going to hold

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off on vibra-rolling the roadway until the ground is softer so it would be more likely to help.

**Newsletter Editor** – Ron Swift had nothing new to announce for our newsletter, but brought up the Scout outing. We did have a very short ground school on September 26<sup>th</sup> as part of the Cub Scout Pack Meeting. Ron provided a program showing how the movement of the transmitter sticks would convert these movements into electrical energy to be sent to the airplane to be converted to mechanical energy to move the control surfaces. He also presented basic aerodynamic concepts to describe how airplanes fly and change course (the elevator does not make the airplane go up or down, the motor or gravity does). The young men enjoyed the presentation and the 11 year old Scouts joined us in another room for additional instruction including what was actually going to happen at the field and basic etiquette to be followed by all.

On September 29<sup>th</sup> we had three 11 year old scouts and one mother join us at our flying field. In spite of having no less than 5 planes re-kitted and nowhere near as much flying as we would have liked, all three scouts and Julia got some stick time and had loads of fun. Thanks to everyone who helped out! Two weeks later and they are still bragging to their troop members about what they did, what they saw, and what the others missed. There are no plans at this time to do this again, but we are in hopes that their enthusiasm will continue and might inspire the troop and the leadership to invite us back.

### **Announcements:**

An interested glider modeler, Robert, joined Ron Swift at the field on Monday, October 8th to watch Ron fly and get some additional info about our club and about the current state of the hobby. Robert had flown gliders while in the mili-

tary in Germany. He had not kept up with the hobby, so was very interested in getting updated on what has been happening with the RC equipment and wanted advice on what equipment he should get so he can return to the hobby.

### **Old Business:**

Bryan has not received any new calls about plane flying near or over Arleen's house since the implementation of the Pilot/Observer program. Thanks to everyone for adopting the new program.

There were significant opportunities concerning the Scout program to discuss. Next time we should be sure to organize better to make sure we have their leaders involved as well as parental permission and release statements signed. Also we should make sure the scout leaders know what to expect and plan for.

The Annual Charity Auction produced bids in the amount of a little over twice as much for the Charity than it did for the Field Development Fund. Additionally, Funds collected have been quite a bit higher than the bids. After some discussion it was moved, seconded and approved to split all of the funds roughly in line with the bid distribution, 2/3 to the Charity and 1/3 to the Field Development Fund.

Bryan has offered to assemble and erect the Field bounds markers. The intent, as discussed last month, is to have them bright and high enough to serve as a reminder to the pilots where the boundaries are without becoming a hazard for the planes. Also, two will be in line with the landing strip to additionally server as approach markers.

### **New Business:**

Our field rules on the website currently show the flying time we had adopted to conform to our former landlord's restrictions. Our current landlord has no

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such restrictions. The club has decided that we need to get the posted field rules updated to reflect that there are no time restrictions on our flying privileges. However, we recommend that we should fly between the hours of 9:00 AM and dusk.

As part of the budget discussion several members expressed a desire to shift concentration of the field development to the infield and to smoothing out the runway.

The question was asked if the initiation fee is still really necessary. Could the club appeal to a wider range of potential members if we waved the fee, at least temporarily? Especially in light of the challenges, both real and perceived, as we continue to develop our new field. Several members talked about the positive points our club has over other clubs around us such as, even with our newly increased membership dues, we are still less expensive. And we have a well-established training program that has been noticed throughout the area flyers. The question was also countered by other ways of attracting new members. One would be to set a date for an Open House that we promote at the NW Model Hobby Expo – February 8th, 9th and 10th, perhaps with contact card so that we can send out personalized invitations as the time nears for the 2013 Open House. This way we can share our new field with other area flyers and they can see how far we have come with the field development.

To encourage continued funding for the development of the field some ideas were suggested for the members to consider. One is to establish some form of benefactor recognition. Maybe have those who donated a certain amount be listed in the following month's newsletter or have some sort of sign or "monument" where the benefactors can be listed for all to see in the future. Perhaps to give recognition for both monetary donations as well as sweat donations.

It is nomination time again. Nominations for club officers are now officially open and will remain open until the December meeting. Jim Reynolds has served for three years as our Vice-President and is ineligible to continue in office for a year. Rick Hanners is also stepping down as our Treasurer. Lastly Tim Baird had agreed to fill in as the club secretary when Vaughn stepped down a few months ago. Although these positions are, by default, open for nominations, as always, all positions are open for nominations for any club member who wishes to serve on the board.

Nominations presented at the October meeting are:

President: Bryan Reightley – Accepted

Vice President: Ron Swift – Accepted;

Brian Richardson – Accepted

Secretary: Tim Baird – Accepted

Treasurer: Luke Shegrud – Tentative

Safety Officer: Vince Bell – Accepted

Special Service Award: Jay Bell

### **Program:**

This month's program was the presentation and judging of the 2<sup>nd</sup> Annual Rebuilders Contest. We had two entrants, Tim Baird and Ron Swift.

Ron presented his giant Lanier Stinger with photos of the damage and the repairs in progress. During his maiden voyage of this aircraft his engine was running pretty rough. Before he could land it to straighten out the engine issues the engine quit and he was forced to perform a dead stick landing. To make matters worse the plane nosed in. When all pieces had been collected and examined it appeared that the engine quitting may have been caused by a faulty high tension plug wire and weak battery. The catastrophic damage to the structure of the fuselage firewall may have been mostly caused by poor wood selection for the longerons, which broke

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in half - separating the firewall from the rest of the fuse. During the rebuild he used a table saw and dado blade to remove the balsa firewall and front fuse supports and replaced them with hardwood. This significantly stiffened up the structure and should help the plane have a much longer and less eventful life. Although he was forced to use a slightly different color of white covering, you have to get pretty close to see the repairs. The repaired plane has been flown again.

Tim presented his brother's CMP model of the Piper L-4 Grasshopper. About a month earlier, during takeoff, Tim tried to get the plane to lift off the ground before it was ready to fly and it tip stalled and powered into the ground from about 4 feet up. This resulted in fairly extensive damage from the prop to the back of the cabin area. The first two formers were in 4 pieces each. Tim was surprised that all pieces were recovered and did not have to produce any wooden parts for the plane. He did, however, purchase a replacement cowl. The colors on the aircraft cannot be found at the hobby shop as the entire plane has been painted to match the colors of the full scale plane. Thanks to a suggestion from Chet, Tim has the three

colors reproduced in Latex Exterior Flat paint custom mixed at Home Depot. Although he can see the faults and errors in the reconstruction work, they are minor and, again, because the paint matches so well and is flat which hides such issues, you have to get pretty close to see them.

Although the competition was fierce (both Tim and Ron did a good job presenting and repairing), the members attending the meeting voted Tim for first place and Ron for second.

The theme for this contest is that, with some effort and ingenuity, most models can be repaired after a less than graceful return to the earth.

The meeting officially adjourned at 8:05 PM. The next meeting is Tuesday, November 13, 2012, 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, Club Secretary, Tim



### Holiday Meeting Fun

We're planning to have a special celebration for the Holiday Meeting again this year. All family, friends, etc. are welcome to attend our meeting. We plan to keep the club business portion of the meeting short to allow other fun stuff to happen. In keeping with tradition, all are welcome to bring and share a dessert with everyone.

We plan to have the gift exchange again this year. Please try to bring a gift (under \$10.00) with you. We plan to have everyone get theirs by raffle like last year.. We will have two tables again this year, one for the ladies gifts and another for gents gifts.

After the business meeting there will be a gift exchange.

We will have a donation box for cash donations and canned goods for our club charity for those who want to participate.

**Ron & Sandy**





# Safety Corner



It is starting to get colder so be sure and dress for the weather, keep your fingers and head warm. More on cold weather flying later.

One of the best things and worst things to come along is the foam double-stick tape. It is call servo tape among other things and it is also used with stick-on weights. When used properly, it will hold stuff together pretty well.

Using foam double-stick tape to attach weights to balance a plane has some pros and cons. The major advantage is they are quick and easy to use and they will usually stay stuck for awhile. Like, maybe for the first test flight if the wood is absolutely clean and oil free. I have seen weights held on only by double-stick foam tape that have held them on for years. But I don't trust this, especially when used in the engine compartment. The adhesive used is not fuel and oil proof, and it turns to a gooey mess over time and the weights will fall off.

If you use the stick-on lead weights be sure that the surface is absolutely clean and I do not recommend sticking them on balsa. They work OK on hardwood and plywood if the wood is clean, oil, and dust free. This is my opinion— **“never stick weights on top of each other”** they will not adhere to each other very well! (This is experience speaking). **Always use a mechanical method to hold the weights to the airframe like screws and/or epoxy.**

I have seen a couple of cases where balance weights of the stick-on type where used in the nose of an airplane. In both cases, double backed foam was being used to hold weights in the nose

of an airplane. In a nose up maneuver some of the weights came loose and fell to the tail of the airplane causing an extreme tail heavy condition. A tail heavy airplane does not fly well, especially at low speeds. What is it we do at low speed? If you guessed landing, you would be correct. One of the planes didn't make it back to the runway. The other just plain quit flying and dropped to the runway.

If you need to add weight to the nose, always add it as far forward as possible, it will take less weight to balance the airplane. If you add it in the engine compartment do not rely on the sticky tape. It is not fuel proof and turns to a gooey mess in short order and the weights will fall off. Use a small screw and attach the lead strips to the firewall, or use some other way to mechanically fasten them to the aircraft structure.

Another method to add nose weight is to use the heavy hubs. These work well and get the weight as far forward as it will go. If all else fails use a bigger, heavier engine.

Adding weight to the tail follows the same practice. But if you loose a tail weight, the airplane becomes more stable (less maneuverable!) and usually all you have to do is replace the weight once you land.

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

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



## 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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# RC Airplane Float Flying



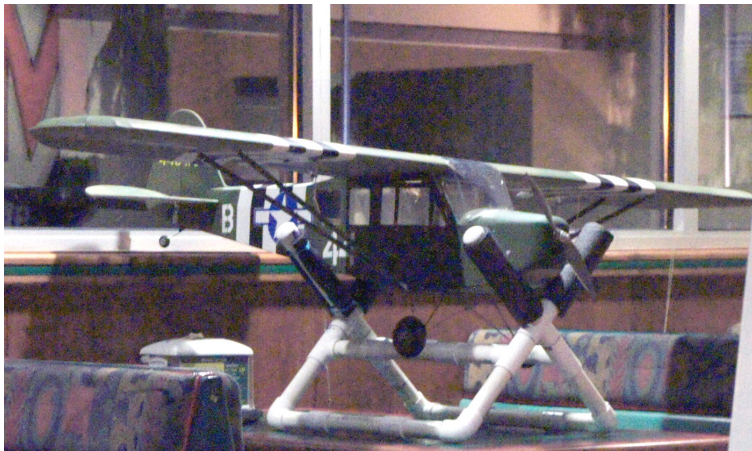
## Flying For Fun



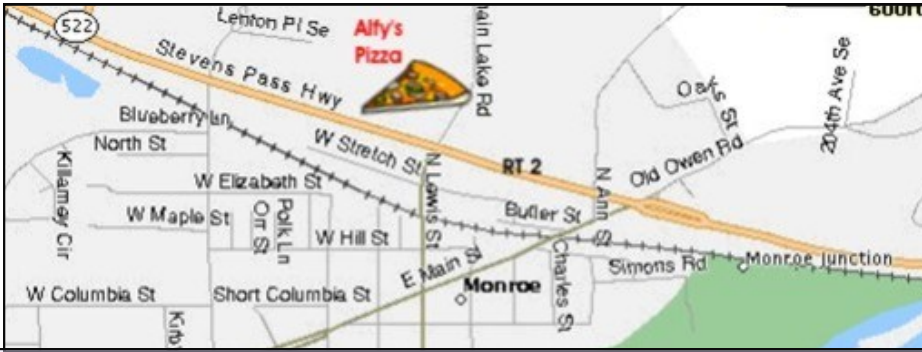




# Rebuilders Contest



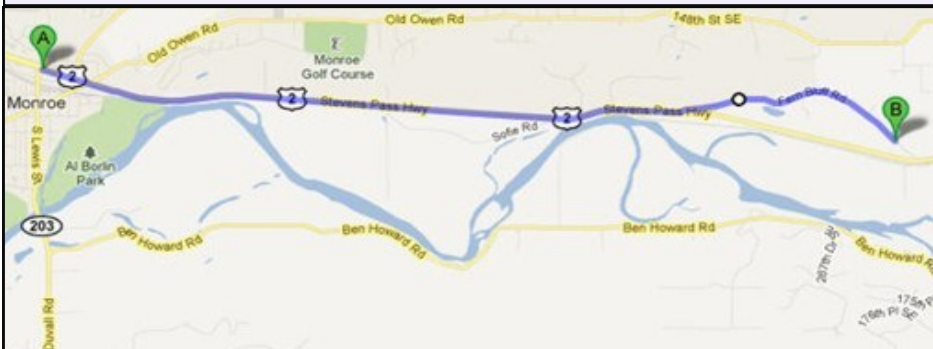




## Barnyard Buzzard's Club Meeting

**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**

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
April 9	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, November 13, 6:30 PM** at Alf's Pizza along Route 2 in Monroe (see page 9).  
Program: **Float Plane Prep and Flying**



16325 315th Ave. NE  
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Visit Our Website  
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