



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.

December 2012
Volume 19 Issue 12

Barnyard Buzzards

Model Airplane Club

AMA Chapter 2953
Monroe, Washington

Next Club Meeting is **Tuesday, December 11, 2012, 6:00 PM** at Alf's Pizza, Route 2 in Monroe ([See page 9 for a map](#)).

Program: Christmas Meeting and Officer Elections



President's Message — Bryan Reightley

Buzzards and Friends,
It's December and that means it's time for the annual BBMAC Christmas Party. As in the past, we are holding it in conjunction with our monthly business meeting and family, guests, significant others, etc. are invited to join us. The fun begins at 6:00 with pizza and salad bar provided. After a brief business

meeting, a gift exchange will be held. Pilots are encouraged to bring a gift related to our hobby in the \$10 range. Co-pilots (wives) are encouraged to bring a wrapped Christmas tree ornament.

The December meeting is also when we hold our club officer elec-

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November 13th Meeting Minutes — Tim Baird

The November meeting was called to order by President Bryan Reightley at 6:35 pm. Bryan announced the officers present:

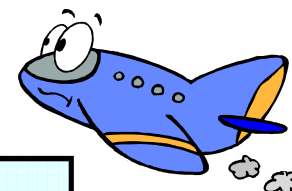
- President - Bryan Reightley
- Vice President - Jim Reynolds
- Secretary – Tim Baird
- Treasure - Rick Hanners
- Safety Officer – Vince Bell

Newsletter Editor – Ron Swift
Field Manager - Jay Bell - Unavailable

Web Master – Ron Rueter – out of town for the winter

Robert Patton visited us at our meeting this month. He is just coming back into the hobby after a long

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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)

tions. All board positions are open. Nominations will be accepted until the vote is held. If you wish to make a nomination, but are unable to attend the December meeting please contact me ahead of time and I will make the nomination on your behalf. Finally, if you wish to make a difference or just participate in decisions the board makes going forward you always have the option of nominating yourself. No matter how you do it your participation is encouraged.

So, be sure and save the date Dec. 11th, 6:00 at Alfy's, and plan to bring your co-pilot and gifts. I look forward to seeing everyone.

We will have a sign up sheet for the club booth at the NW Model Hobby Expo, which will be held February 8, 9, and 10 at the Evergreen Fairgrounds.

See you at our new field,
Bryan Reightley, BBMAC President



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break. He has experience with gliders and some 40 size aircraft.

Kevin Ericson and Ryan Green found our website and decided to check out one of our meetings. Ryan had already purchased and crashed a Super Cub and is hoping to find some instruction.

A motion was made to accept the minutes from our October meeting as published in the November newsletter. This was seconded. There was no discussion. The members voted to approve the minutes. The minutes as presented were accepted.

Officer Reports

Jim Reynolds reminded us about the Holiday party coming on December 11th. Both halves of the banquet room are already reserved for our party (thank you, Sandy!). The other upcoming event is the club's Annual Freeze-In scheduled for January 5th at 11:00 AM.

Rick Hanners presented our funds and budget for those finds including monies collected for charity.

Vince Bell had no new incidents to report, so Bryan relayed a story from his job site. One of his workers had been using a high speed grinder with a cutting wheel attached to cut a PVC pipe. This pipe was supported at both ends. While cutting with the grinder at full speed, the cutting

blade bound against the pipe and kicked back causing fairly extensive damage to his hand and wrist. Sometimes the most mundane of tasks can have serious consequences. Stay alert at all times.

Jay Bell was not able to attend. It was reported that the grass was freshly mowed on the previous Friday and the field looks great. The creek is full and flowing quite nicely.

Ron Swift has hardcopies of the newsletter if anybody needs or wants one. Please submit your articles and photos to be published in the newsletter.

Announcements

We will need several volunteers to staff the club table at the NW Model Hobby Expo coming up on February 8th, 9th, and 10th. They will also be in need of set up and tear down assistance. The club booth application has been filled out and turned into Ron for our club table at the Expo.

The club Christmas party is December 11 at 6:00 PM at Alfy's Pizza in Monroe. There will be pizza and salad bar for all who want some. Please bring a gift to exchange. Gifts will be placed on a table designated for the gender of the intended recipient. Gift suggestions include a holiday ornament for the women and modeling related items for the men. Please, also, bring a

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dessert for all to share.

Old Business

No progress to be reported on the field markers.

A suggestion was made last month to actively publicize a BBMAC Open House at the NW Model Hobby Expo. Flyers with lots of information about our club and the directions to the field could be produced and handed out at the Expo. Perhaps shoot for end of June for an Open House. Call back cards could be filled out so we can follow up with those individuals who express an interest.

Although a case was made to waive the initiation fee, it was ultimately decided to remain as is.

Some sort of recognition for benefactors of the continued development of the new field has been suggested. Ideas include names listed in our club newsletter each month or a plastic plaque at the field with a picture of those who have donated.

Nominations are still open for all club officer positions, and nominations will remain open until the December meeting when we will then vote. Luke Shegrud as graciously accepted his nomination for the club Treasurer position. Currently the nominations are as follows:

President: Bryan Reightley – Accepted

Vice President: Ron Swift – Accepted; Brian Richardson – Accepted

Secretary: Tim Baird – Accepted

Treasurer: Luke Shegrud – Accepted

Safety Officer: Vince Bell – Accepted

Special Service Award: Jay Bell

New Business

There have been, of late, several cases where club members have arrived at the field to fly and found the main gate to our field at Fern Bluff Road locked. As an example, Jim recently arrived at the field to find the gate locked. He walked around the house and field for a while and never found anybody around to open the gate. He has wisely vowed not to use the US 2 Gate, so he finally just went home without flying.

Some asked if having some sort of schedule of when the gate will be locked might help so that we know when we may need to call ahead. It was pointed out that our landlord did post a

schedule originally that the gate would be locked at times from Monday to Wednesday but this schedule has not always been adhered to.

Bryan has had in depth discussions with our landlord on this subject. Bryan stressed that the gate being locked and unattended is not working for us. Bryan went so far as to offer to purchase the supplies needed to complete the fencing on the other side of the roadway and then deduct the amount spent on this land improvement out of our rent for next year. This would, hopefully, create the situation in which our landlord may not feel the need to lock us out while allowing the horses to graze on that side of the roadway.

The continued discussion took several different directions. One of which was that our landlord should be reminded that the lease agreement was signed giving us open access to the flying field 365 days a year. At that time, there were no ponies or horses to be concerned about and that, since this is a change in situation which our landlord created, she should be responsible for whatever land improvements need to be made to restore 365 day open access to our flying field. There is concern that if we fund and provide the solution to this issue, we may find ourselves perpetually in this kind of situation. To add support to this concern it was asked “Where does it end?”

Many emphasized that regardless of how it is accomplished, we need to make sure that the solution to this problem should not cost us any additional funds.

No matter how it is funded, the new fence will require the supply or purchase of additional fence posts and some sort of gate. We should have enough left over wire for these additional fence runs, so we could add in some sweat equity and the problem should be solved.

Could there be an addendum to the lease agreement that provides a penalty for any time we find ourselves locked out for any reason? Or if we spend our own funds to solve a newly created issue, would we be reimbursed with a deduction in rent at some rate higher than 100% to cover the labor?

Bryan also related the incident when Rick arrived at the field to fly on a Sunday afternoon and couldn't because Arlene was out of town. She had asked someone to watch the property

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and horses. On this day, the gate was locked and Rick was not able to find or raise the house sitter to unlock the gate. Arlene was very apologetic for this incident. She indicated that she knows this happened and that Rick often comes to the field to fly at that time. She agreed that the fence should not have been locked at that time.

Bryan made sure she was aware of the seriousness of this issue and that if this situation continues, we could end up with a reduction in membership to the point that we would no longer be able to pay rent.

Ron offered to donate \$100 to make this specific "problem go away."

Rick brought up that we have not yet decided a beneficiary to the funds raised from our charity auction. It was motioned that the Sky Valley Food Bank again be the recipient of the funds for this year. The motion was seconded and passed unanimously. Additionally, Ron and Sandy had suggested that we include a food drive as part of the Holiday Celebration at our December 11th meeting. We would give them the food and the moneys as our donation.

The board was questioned about how strict we are going to be about the new spotter rule. Bryan clarified that this is not a new field rule, but is a new program and it is suggested that we use a spotter. This should help us remain mindful of our plane's position as related to our flight zone and surrounding buildings. It is a suggestion not a requirement.

A member mentioned that he saw a note about a new member being locked out of the field, but was not aware that his member had been cleared to solo at our field. We were all reminded that any active member can sign off a new member. However, it was suggested that perhaps once this happens we should notify all members that the new member has been cleared to fly. Maybe also include a picture of the new member, along with a write up about them so that we all know who they are. The form to sign off the new flyer is already available and is part of the process of joining the club. The Secretary should send out this notification.

Also presented was a question about improving the gate at US 2 entrance. It seems this idea has been tabled as the US 2 gate is seen as not a good idea to use as an entrance to our field anyway.

There is no new information regarding how much longer the cows will be in the pasture around the field.

Program

Ron Swift shared his experience flying at John Rennert's "Lake Campground." Although there were only two successful flights that day, they had fun and learned a few things.

Ron provided a very informational flyer with his presentation that not only provided a nice account of their float fly outing, but also included great information about float selection



and setup. The flyer is currently available on our website under the Presentations link.

Ron stressed that you should make sure the engine you use should have ample power and a solid idle. If you are going to fly your plane off of both land and water you should balance the plane with standard landing gear, then change to your floats and rebalance the plane by adding any required weight to the floats. He also mentioned that to take off from the water it is best to have some chop on the surface. A glass smooth surface can hold the floats in the water - where as some ripples help to let it break free.

There is lots of information available about the installation and setup of floats on the internet. Ron included a nice article from the internet in the flyer.

He also talked about the fact that a good set of floats also works well for flying off snow. You can find plenty of information for setting up skis as well as floats on your plane for flying off snow.

Chet mentioned that the engine for snow flying should be set to rich and perhaps the head should be insulated to help keep it at operating temperature.

The meeting officially adjourned at 8:15 PM. The next meeting is Tuesday, December 11th, 2012, at Alf's in Monroe at 6:00 P.M. Again this will be our Christmas party.

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



It all started when John Rennert visited the shop and noticed the Citibria with floats hanging in my shop. Others had seen this model hanging from the ceiling and tried to get me to sell it. Thankfully, I didn't. John was inspired to get one of his planes outfitted with floats and invited me to fly my plane at his lake campout. It took some convincing on John's part to get me to agree, but we finally got together and actually flew. He chose the Tower Hobbies Trainer 40 with a 46 size engine. We used the information from the internet originally printed in the BARCS News, July 1998 by ROBERT THIBODEAU. The information is included at the end of this article.

The steps we followed:

- Go over the plane and fix/seal anything that could leak.
- Seal the control surfaces and wing mounting saddle
- Select the floats based on the internet article
- Mount the floats and verify the CG and incidence.
- Run the engine and verify stable idle and good HI power at WOT
- Add the skeg (adds rudder surface)
- Set up the control throws
- Verify the plane floats with the nose slightly up
- Make sure we had a reliable recovery plan (John's boat)
- Pick a good weather day and go fly

For the Citibria that I bought from one of our club members, Jake Jacobson, I did the following:

- Replaced the engine, the OS 91 would not run. I used a YS 91 4-stroke.
- Sealed the skeg and other areas that were still exposed
- Swapped the radio to JR from the old Futaba
- Replaced one "sticky" servo
- Checked the distance between floats, float length, incidence, and prop clearance. These were at the minimum suggested specs.
- Added my AMA info
- Verified the CG and control throws.

I helped John with his plane setup and float choice (I sold a set to him). His son welded the mount for the floats.

Once completed, we loaded the planes up into John's truck and boat and off we went!

In the pictures on the next page to the left is a picture of John's recovery boat and float plane. John actually rebuilt the boat motor himself and it ran like a champ.

There was a slight chop (ripples) in the water – just perfect for takeoff and landing. The plane floated really well with the nose slightly up, but in the air, it had a tendency to roll to the right. A tough situation. We thought the floats might not have been aligned, causing this. I tried to keep the plane level, but it kept rolling to the right. I brought it in for a landing and luckily it touched down on the water with the floats down. The

engine quit so we had to retrieve the plane using the boat. Breathing again, we noticed that one of the floats had water in it. John discovered a small hole in the float. The plan is to verify the float setup again and fix the leak. We'll fly this one again.

We put away the Trainer 40 and got the Citibria ready for flight.

The engine started easily and tuned up well until we set it in the water. We set the plane in the water and as I taxied out and began the takeoff run, the engine would quit. We actually got the plane up about 12 feet before the engine would falter and die. Luckily, with the headwind, the plane just settled back down on the water. Each time, John would launch his boat and we would retrieve the plane.

We needed to figure out why the engine would stall and run rough. After a few attempts, we fixed the problem by tuning the engine with the plane setting in the water. The minimum clearance between the propeller and the water seemed to be causing this. We could see a "water spout" happen in the water just beneath the prop arc. I'll probably use a 3-bladed prop for future flights to provide some additional clearance.

With the engine tuned and providing plenty of power, the plane taxied out and took off smoothly. No trim adjustments were required (amazing!). I flew the plane around the lake and then around to our left back into the wind to test what the plane would do as I slowed it down for a water landing. Everything worked very well and the plane slowed down with no tendency to stall or pull left or right. The engine throttled up smoothly and I was assured of a great landing into the wind.

Now, with the pretesting of the Citibria behind us and with confidence in the engine and control settings, I was ready to put the plane through some maneuvers. I circled around the lake once. The next pass, I rolled the plane to the right, then left. I rolled easier to the right than the left, probably due to the g-forces of the propeller – expected. There was a little lag due to the drag of the floats, but nothing bad.

Next I decided to do an inside loop. The plane pulled smoothly from level flight into a curved climb, went inverted and I held it inverted for a few seconds (makes the circle rounder). Next, I reduced the throttle, put in more up elevator and allowed gravity to continue to pull the plane around. When I applies some power at the bottom of the loop, I knew something was wrong. The plane would not fly horizontal, but would roll left or right and loved to roll. I reduced power and fought the plane down, trying to level it for a landing. It almost worked, but at the last second, it plunged into the water, tearing off the right float.



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We retrieved the plane and float using John's boat. What happened was the loop exceeded the strength of the strut hardware and most of the six attaching screws loosened and a few pulled loose. These struts on the Citibria are functional! Luckily, the repairs are simple and the plane will fly another day.

Next time we're planning to bring some more planes. It was fun building and flying these two planes. And we picked a great day for flying at the lake. Thanks, John!



Photos for Fun





Safety Corner

Who has the right of way???

Don't forget the Freeze-In is coming up next month.

Here it is—December already, what happened to summer? It seems as though it was just yesterday that we were talking about flying in the summer heat and using allergy medications and the effect they have on your ability to control an RC aircraft. Now the heat is a thing of the past, we need to pay attention to the colder weather.

There is a thing called Wind Chill. You say "I don't fly in winter with the wind blowing because it is too cold" and that maybe true. However there is a chart called Wind Chill Chart (WCC)--Funny how that works. The WCC tells us if it 35°F and the wind is blowing 10mph it will feel like 27°F. OK that's not too bad, however your fingers will get really cold in a 10 minute flight assuming no protection (gloves). I personally find it hard to fly while wearing gloves. Thin silk gloves work very well and you can get them at an army surplus store or at least you could a few years back. The Air Force issued them as glove liners. Maybe

there is something available at REI or ski shops. You guys tell me if you know of something that you have tried and like. OK back to the Wind Chill Chart.

Lets say it is real cold and a nice clear day, of course you have to go flying. Let's say it's 10°F and you reach back to adjust the high speed needle valve and wind from the prop is 60 MPH. This is going to be down right uncomfortable. The WCC indicates that effectively it is -19°F and you have about 10 minutes before frostbite.

Remember to dress in layers, wear gloves, wear a hat, a lot of body heat is lost from your head, and wear shoes that will keep your feet warm and most importantly dry.

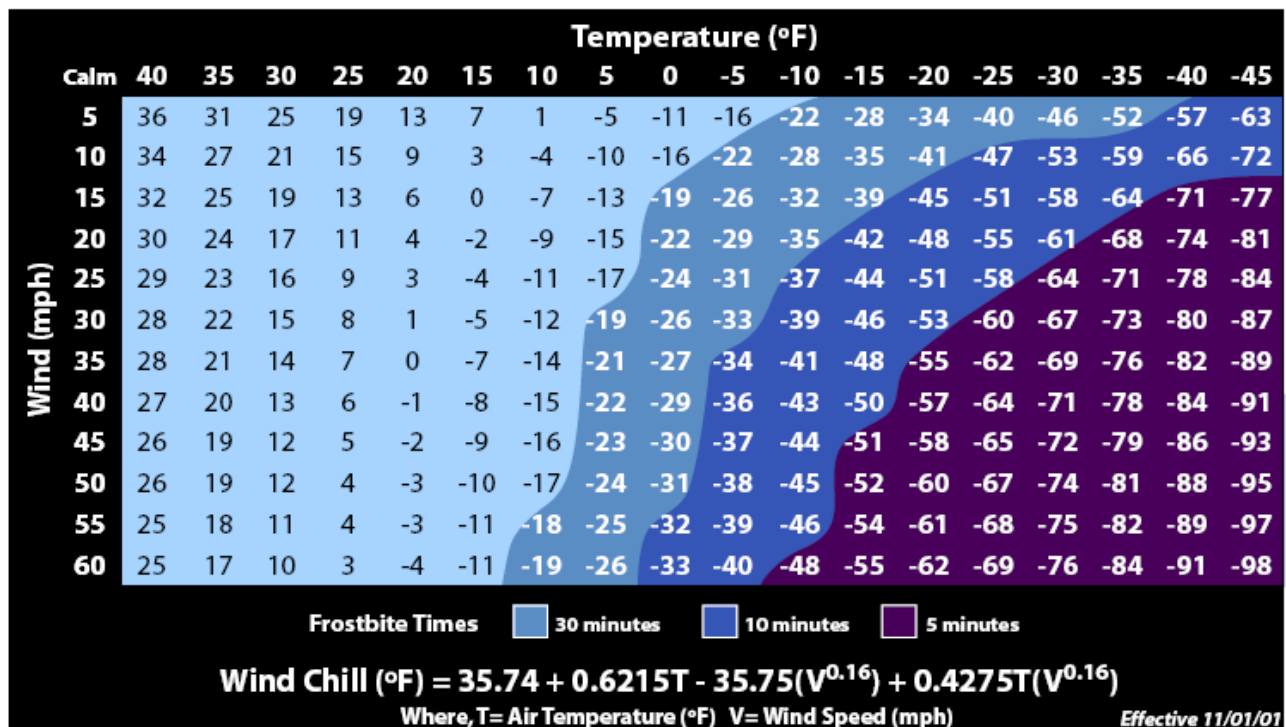
Who has the right of way???? *Every kid knows that Santa has the right of way!.*

UNTIL NEXT TIME, BE SAFE BE COURTEOUS

Vince Bell, Safety Officer



Wind Chill Chart





North West MODEL HOBBY EXPO!

Northwest Model Hobby Expo

Evergreen State Fairgrounds
Monroe, Washington
AMA Sanction No. 13-0157

Show Times: Friday 2/8 - 2 pm to 8 pm | Saturday 2/9 - 9 am - 8 pm | Sunday 2/10 - 9 am - 3 pm

The 2013 NW Model Hobby Expo is even Bigger than ever! This is our 7th year providing the Pacific Northwest a modeling experience.

Set your calendars, watches and cellphones for

February 8th, 9th, & 10th 2013

Lots to see and do!

Visit our website for more details.

<http://www.nwmhe.com>



2013 Buzzards Freeze-In Saturday, January 5th 11:00 AM—2:00 PM



Come on out for some pizza, beverages and some winter fun! Bring your models with skis or floats and brave the Pacific NW weather. A special event patch will be provided to all who attend. We will have 2 patio heaters and lots of



Christmas Meeting Fun

The club is planning to have a special celebration for the Christmas 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.

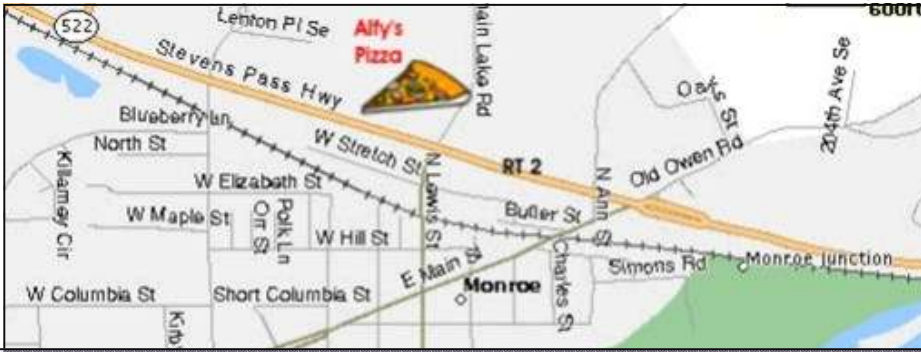
We plan to have the gift exchange again this year. Please try to bring a gift (under \$10.00) with you. We plan to have everyone get their gift by raffle just like last year..

We will have two tables again this year, one for the ladies gifts and another for gents gifts. After the business meeting we will do the 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





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, **Tim Baird 360) 348-6033**. 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
 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
 May 14 Club Field

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've been developing our new field and are flying when the weather is good (even in the cold!)

Next meeting, **Tuesday December 11, 6:00 PM**
at Alf's Pizza along Route 2 in Monroe (see
page 9).

Program: **Christmas Meeting and Officer
Elections**



16325 315th Ave. NE
Duvall, WA 98019

Visit Our Website
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www.bbmac.net](http://www.bbmac.net)



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Web: www.rc-hobbies.com
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HobbyTown USA

1130 SE Everett Mall Way, Suite F
Everett, WA 98208
Phone: (425) 355-8086
Fax: (425) 355-8078