



AMOS September 2014 Newsletter

Board Meeting August 4, 2014 6:00PM

Guests: Stan Vivas and Jody Kahan

Unfinished Business:

Board of Equalization Ruling: Jody Kahan explained the Board of Equalizations ruling on our application for a welfare exemption where they ruled we did not qualify. He passed out information detailing the reasons. A discussion followed about our chances for appeal. After much discussion, pro and con, a motion was made by John Sorenson to "Cease to peruse tax free status for our club from the Board of Equalization", it was seconded by Marvin Bennett. Motion was passed by the AMOS Board to present this decision to the General Membership at the next meeting.

Non-Profit Raffle Registration: It has been determined it is OK to continue to have our Raffles .
Board Reports:

- 1) President- Steve Snider August General Meeting Speaker to be John R. Johnson, Jr. Colonel USAF (retired) To be at the end of the meeting.
 - 2) A Main Hobbies is still a possibility for August or September as a separate non-flying exhibit. Could also be at the September President/Vice-President Fun Fly. Still to be determined.
 - 3) VP Tracy Trammell Events Update. 1. Club Appreciation Day John Sorenson- Good turnout and should be considered for next year.
 - 4). Giant Scale Jim Hill- Oct.25 Event publicized in the Model Airplane magazine. 4. Pres/VP Fly In set for Sept 13th.
 - 5) Treasurer- Gloria Irey Passed out Cash Flow and Treasurer Report. Balance \$3505.03 Plus Donation of \$432.25 for a total of \$3938.18. Reports approved as read.
 - 6) Membership-Jim Irey-195 members to date.
 - 7) Field Marshall-Dean Crump-Provided wood for tables. Weeds will need spraying again when conditions permit. Stan Vivas said a good power mower was available for \$100. A motion was made by John Sorenson to purchase the mower. It was 2nd. By Jim Irey. Motion approved. Stan Vivas to get the mower also has a generator he plans to donate to the club.
- New Business**

Speaker for the October General Meeting will be Heath Wakely, a Red Cross representative and Trainer, to give information and training on "Hands Only" CPR Training.

Old Business: Property Lease.-John Sorenson –to attend County meeting on the lease and not expecting any problems on renewal.

AMOS General Meeting August 12, 2014 - 7:00 PM- Steve Snider- President

Moment of Silence- Fred Sehnert- July 2014- Club sent a sympathy card to family
Guests were : John R. Johnson, Jr. Retired Colonel USAAF , Jenifer Johnson, Cindy Lou Johnson
, Nick Goodwin Self

Unfinished Business

Welfare Exemption Letter Report- Motion recommendation from the Board. A motion was made by John Sorenson to "Cease to persue tax free status for our club from the Board of Equalization" 2nd by Dick Brace. After Steve read a letter of denial from the Board of Equalization the motion passed. Letter to renew Lease with Placer County- John Sorenson This Thursday County to consider renewal of our lease. Some minor problem with wording on insurance, but John plans to attend the meeting and is not expecting any major problem.

New Business

October Speaker- Presentation- Hands Only CPR. Heath Wakeley, Red Cross First Aid and CPR Instructor Trainer. He will have a demonstration and slides.

Board Reports

President – President Steve Snider 2014 Calendar e-mailed out to membership Elections will be coming out for next year. Steve needs some people to fill vacancies on the following Boards: Audit, Budget and Election. Please contact Steve if interested.

Vice President- Tracy Trammell- Absent Field Events "Club Appreciation Day"- Chairman John Sorenson- We made \$100 and was a good event.

Giant Scale Event-October 25th- Jim Hill- Everything progressing. Will not have cash prizes. Will open it up to Jets. Presidents/Vice Presidents Fun Fly-September 13th- Looking for help putting it on. Also we hope AMAIN Hobbies will show up with a table to give away advertising items. No more IMAA for Giant Scale size regulations so bring your smaller Giant.

Secretary-Marvin Bennett- Minutes of meeting July 8th sent out and was approved.

Treasurer- Gloria Irey- Treasurers Report and Projected Cash Flow Analysis Report covered by Steve Snider and was approved.

Membership-Jim Irey- 194 members Hoping for 200 members by years end.

Addition Items and Discussion Steve Snider thanked Jim Irey for his leadership and work building new tables. John Sorenson wants at least 2 new start up tables for Engine Planes. Doug Kellar mentioned that some start up tables had broken wheels. Jim Irey commented that he still intends to build more of the tables for underneath the canopies . Jim Irey and John Sorenson to look into the gas start up tables Wednesday. Jim Irey mentioned he was considering ordering new club jackets.

Steve then introduced our guest speaker Retired Colonel John Johnson. Colonel Johnson gave a memorable talk on his experience flying in WWII and his capture and POW status. He also had a book which was bought by several of the membership and he also gave one away. The book was titled "Un-Armed,Un-Armored and Un-escorted."

AMOS 2014 Field Events:

Presidents Fun Fly - To be held on Saturday September 13th, bring anything R/C that flies- No charge-other clubs welcome. Hosts Tracy Trammill and Steve Snider.

Thunder Valley Rally of the Giants: is to be held on October 25th. It will be hosted by Jim Hill. Mike Haston and Randy Sizemore will also help run the event. Fly your Smaller Giant Planes - 70" or larger wingspan, 50" Biplane. IMAA has closed.

Product review:

Large Model Servos - Best bang for the buck!

Many types of servos are available for large Models but here's my vote for the best servos combined with the best price for larger models:

Hitec 5625mg and the 5645MG servos both are \$40 ea at Tower Hobbies:

SPECIFICATIONS for 5625mg

Speed: 0.17 sec/60° at 4.8V

Speed: 0.14 sec/60° at 6.0V

Torque: 109.7 oz-in at 4.8V

Torque: 130.53 oz-in at 6.0V

Same for both: Length: 1.59" (40.6mm) Width: 0.77" (19.8mm) Height: 1.48" (37.8mm)

SPECIFICATIONS 5645mg

Speed: 0.23 sec/60° at 4.8V

Speed: 0.18 sec/60° at 6.0V

Torque: 143.03 oz-in at 4.8V

Torque: 164.2 oz-in at 6V

These servos are a great deal for anyone putting together a 30cc to 60cc size model. Up to a 100cc for a Warbird (less control surface area on Warbirds = less torque needed). The 5645 are slower, I didn't like them on the ailerons of my 50cc Extra but the 5625 were just right. The 5645's were good on the Rudder and the pitch on my 60 size heli.

Save your money on the \$100 ea - 300lb Torque Servos for that 100cc - 150cc size 3D plane. Some think that overdoing it on the servos will be better but that huge power consumption from super high torque servos can cause a crash also.

The power consumption is surprisingly low on these 5600 series servos. When testing the load on a amp meter these servos were just slightly higher than regular digital standard servos. The 300lb Coreless Servos I tested had double the amp draw and could spike higher when the sticks were moved fast. These were cheaper off -brand High Torque servos that drew excessive current. The components might not be as good quality as what Hitec uses.

Standard Size Servos- Good Bang for the Buck:

One of the best is the Hitec 5485HB and 5475HB Digital Standard servos which I have got for as low as \$21 ea. These are great reliable servos for 30-.60 Nitro powered Models. The Carbonite gears can take allot of punishment. There is also a Newer version the HS-5495BH for \$28ea that can give 100lbs of torque when a 7.2 volt Li-po battery is used. You could use this servo for up to a .90 size model.

Hobby King servos - I use the Power HD-4180BB and the **HD-9110MG** - Digital Standard Servos. There Smooth - High Resolution servos for \$17 and \$26. The 4180BB has plastic gears, but the HD-9110MG is improved with metal gears but a little heavier. Good Quality!!

Installing Pinned Hinges the right way

If you have had a hard time installing pinned hinges don't get Un-Hinged!! This article will show you the easy way to put them in and make a very small gap between the control surface and the stationary surfaces of the plane. Pinned hinges are far superior to CA hinges.

Tools - a great tool to use to open up the hinge slot in the control surface is the **Slot Machine**. Even if the plane's surfaces come slotted for CA hinges you will still need to enlarge them for pinned hinges. This tool makes a uniform larger slot which holds the pinned hinge tighter. Opening the slot with a Xacto knife will make a large uneven slot which won't hold a hinge well even with glue. It will pull out as the nylon doesn't adhere to balsa very well with any type of glue.

Glue Supplies - 30 Minute Epoxy ,Vaseline (to keep the glue out of the hinge) and Sandpaper

1) Mark where the hinge positions will be on both sides of the control and stationary surfaces. Enlarge the existing hinge slots or cut them new with the Slot Machine using the right size bit installed to match the thickness of the hinge.



If there is no CA hinge opening at all simply run a pencil down the center of the surfaces before marking the positions of the hinges and cut the slot from scratch.

2) On Most planes the control surface has a point where the hinge goes in. So the middle of the hinge doesn't enlarge the gap between the surfaces you have to cut into the point to recess the middle of the hinge. The center of the hinge should line up with the point on the control surface. That way after putting the two halves together the gap will be very small. Using the Xacto knife slice the two sides where the hinge sits then cut a little off the side of the point to make a V indentation.



3) Rough up the Hinges with sandpaper, apply Vaseline into the hinge on both sides of the pin area so glue will not seize the hinge. Don't get Vaseline on the square part of the hinge. Apply glue inside the slot by pushing it in with a thin putty knife. Then apply a thin layer on both sides of the square part of the hinge. Glue the hinges into the control surface only. Do not complete the job by finishing the installation into the stationary side of the surface. This allows you to line up the hinges and make sure there straight. When the hinges dry on the control surface you will glue it to the other side and nothing will move out of position.



4) After the glue is completely dry on the control surface apply more Vaseline to the center of the hinge on both sides then glue the control surface with hinges into the stationary side. Press the two halves tightly together. The excess glue will come out of the center. Clean it up with Rubbing alcohol and a rag as it comes out. Work the hinge a little as it's drying to help circulate the Vaseline.

Event News:

Electric Fun Fly 8-30-14

The Electric Fly Event was allot of fun for all who attended. There were many different types of electric powered models. Activities like the Limbo and Combat flying spiced up the day. The BBQ was great and the weather turned out nice. Around 30 club members flew in the event. Here are some:

Bob D and Gary M



Randy Allen



Scott Meyer



"Me" Radio Controlled Burgers



John Hainlen



Mike Rutledge with Jet



Bob Deatherage -Limbo inverted!!



Gary Meyer - Crunch!!



Combat

Jokes:

5 Easy steps to learn how to fly a R/C Plane

Lesson #1 : Learn to Take-Off

Lesson #2 : Learn to Crash

Lesson #3 : Learn to Fly

Lesson #4 : Learn to Crash Again

Lesson #5 : Learn to Land

Hungry P40 Warhawk



FAA Test - The FAA has a device for testing the strength of windshields on airplanes. They point this thing at the windshield of the aircraft and shoot a dead chicken at about the speed the aircraft normally flies at it. If the windshield doesn't break, it's likely to survive a real collision with a bird during flight.

The British had recently built a new locomotive that could pull a train faster than any before it. They were not sure that its windshield was strong enough so they borrowed the testing device from the FAA, reset it to approximate the maximum speed of the locomotive, loaded in the dead chicken, and fired. The bird went through the windshield, broke the engineer's chair, and made a major dent in the back wall of the engine cab.

They were quite surprised with this result, so they asked the FAA to check the test to see if everything was done correctly. The FAA checked everything and suggested that they might want to repeat the test using a thawed chicken.

AMOS Newsletter prepared by: Basil Yousif, Send Newsletter feedback and topic info to - basil.yousif@sbcglobal.net USE - AMOS Newsletter as the Subject for the E-mail. Also see the clubs website at www.amosrc.com for more field information and Flyers.