



## *AMOS August 2017 Newsletter*

### **AMOS Board Meeting 8/1/17 @ 7:00PM – recap**

#### **Unfinished Business**

**Bill Howes Equipment and Planes John Sorenson:** Thanks to family of Bill Howe. Bill's kids brought all his stuff to us rather than our having to pick it all up. All proceeds from the sale of Bills R/C stuff went to AMOS.

#### **New Business:**

**Stolen Fake Camera** - A miscreant stole the camera from our gate. After discussion, decision not to replace. The thief was so stupid he thought it was real!!

**Improper Procedures at Field** - It was reported that a member had recently performed unsafe and/or discourteous practices at the field including standing in the middle of the runway while flying and arming his electric under the shade covers. Jim Irey will talk to the member.

**Red Barons** - John Sorenson: One of our members was recently told by a Red Baron that if he were to join the Red Barons, he would be able to fly at our field for free. John said he had previously informed the Red Barons that this is no longer the case, but that he never received any response to that message.

**Treasurer Gloria Irey** - Absent. Discussion of \$77.06 additional property tax assessed by County. Motion made and seconded to approve payment, passed. Treasurer's report attached to these minutes. Gloria stated in a message:

"I spoke with staff at the County office who explained that our lease renewal triggered a re-assessment. In the process, the County discovered that they had not used the correct lease agreement signature date. As a result, AMOS owes \$77.06 of additional taxes for the period 8/10/2010 through 6/30/2011. Now for the good news, the County staff is recalculating our current tax bill based on the remaining years on the lease and our annual lease costs. The County staff stated that our current taxes should go down."

Membership Jim Irey - 222 members currently.

Field Marshall Glen Gibson - Work party Monday. Mowing starting at 8:00 AM or earlier. Patching runway.

Past President John Sorenson - John says he has been thinking it might be a good idea to have a meeting with Eric at MRF. Discuss our long range goals for field. Possibly feel out County's position on a hard but removable surface for runway. Need to have a detailed list of improvements we would like to make, but avoid projects that would require additional ADA parking spaces. Consider painting container to match shed, make appearance of field pleasing to County. Have to find out first if Eric wants to meet. Should wait until Mike is back in action and can go.

### **AMOS General Meeting 8/8/17 @ 7:00PM – recap**

#### **Unfinished Business**

Update on Field - John Sorenson: Worked on mowing and runway on Monday, August 7. Everything mowed. Lost a spindle on one mower. Other three mowers are fine. Petromat on runway is pulling apart. Patched everything that could be patched. We should seriously consider re-doing the entire runway. It won't last another two years. We need someone to research petromat and similar materials, talk to other clubs, find out what works. Our original petromat, held up for five years and was still in good condition, but the bare ground underneath developed depressions. Dixon's petromat on dirt has held up fine. General discussion followed. Some disagreement over whether laying our covering over rock contributed to problem. Rocks tend to poke through in areas where people walk. John Hainlen: Henry's 107 is a roofing sealer that dries hard but remains a little flexible. We have a gallon in the shed. Applies with a paint roller. We should try covering some bad areas and see if it holds up.

Boy Scouts Come to Fly (Wednesday, August 2) John Sorenson: 42 Scouts and their parents. Kids had a great time. Contributions to training fund. John Hainlen: one of our trainers took off into the wild blue yonder. Extensive searching, hasn't been found.

#### **New Business**

Stolen Fake Camera - Randy Sizemore: The security camera at our front gate was stolen. Discussion followed as to whether to replace. Camera may serve to deter people from doing nasty stuff in our driveway. Consensus that replacement is warranted.

## **Board Reports:**

**Membership Jim Irey** - 223 members.

**Contest Coordinator Geordan White**- The Flyer for the jet event is done. It will be distributed.

**Past President John Sorenson** - Red Barons are soliciting pilots to join their club so they can fly at our site for free. Even have this up on their website. Has told their president we no longer follow this policy and to take it down from the website. Members are reminded that under our current rules Red Barons have no different guest privileges than anyone else.

## **AMOS Event News:**

*Presidents Fun Fly and General Meeting  
Saturday - September 9th;*

*The Presidents Fun FLY ended up being one of the best events this Summer. The Pilots were mostly AMOS club members, a few were from local clubs. All brought some really nice planes. Many were fancy Giant scale R/C Models. Everyone enjoyed the flying with lots of sun and 3-8mph winds.*

*The BBQ was a hit, with all the Hamburgers, Hotdogs and Hotlinks we had on hand being consumed. The price was right - free for members and there families. The club only went negative \$34 for food after charging non-members for lunch.*

*The AMOS General meeting was held at the Fun Fly.*



*It was a great idea getting the much needed New field improvements motion to pass when many of the members who fly at the field but aren't regularly at the meetings, were present. It would be great if all General meetings were at the field.*



## Safely Disabling the throttle stick on your transmitter while handling a R/C Model

After a few accidents while accidentally bumping the transmitter throttle stick I had to use some computer functions of the radio to make things safer. The wind blowing my coat into the throttle stick and destroying the head on a helicopter and nearly chopping up my hand pushed me to use better radio adjustments.

Now I disable the throttle stick on my helicopters while Starting (Fuel Powered) also while walking it out to the takeoff area and when retrieving it after flight (electric).

On a Fuel powered Airplane I use the Hold function only on startup. On a electric airplane I use it to disable the throttle stick and kill the motor while handling the airplane after the battery is connected, walking out to the takeoff area, and after retrieving the model to disconnecting the battery.

I use Throttle Kill to stop the motor on a fuel powered engine after a flight and not Hold.

You're basically using a computer radio mixing function to disable the throttle stick and put the fuel powered engine into a robust idle. For a electric model you want the mix to give you a motor off condition while disabling the throttle stick.

Take into account that this is different from the throttle kill function that doesn't disable the throttle stick it only stops a running engine on low idle.

I use the top right switch for this function. Make sure you don't assign any other mix like dual rate on that same switch.

The Hold switch will have to be in the off position while initially powering on your transmitter and receiver. You can click it on just after your radio goes through startup.

### On Helicopters you simply use the Throttle Hold Function.

This Helicopter built in mixing function on computer transmitters disables the throttle stick while allowing the pitch function (also on the throttle stick) to work so you can autorotate the helicopter. Autorotation is when the helicopter has to descend with no motor engaged using only the turning Rotor head and control of the pitch of the blades to bring it down. The Throttle Hold function allows you to practice this while setting the engine at a robust idle (disengaged from the clutch) or off on electrics. After some Autorotation you can get the helicopter powered back before getting near the ground by turning the Throttle Hold switch back to off and applying throttle.

This works perfect as a throttle stick disabling tool while handling the helicopter along with using it for Autorotation. No configuration changes between the two uses are needed.

On Airplanes it can get a little tricky. Most computer radios have some kind of a hold function for airplanes that will disable the throttle stick and hold a set motor speed but many cheaper ones don't. In some radios you can create the Hold Mix yourself. If you want to upgrade to a better radio it's good idea to get a radio with this function for airplanes. You will use it on every model on every flight. A wandering stick can be dangerous!!

If you aren't sure your radio has this mixing feature for airplanes you can contact the radio's manufacturer. If it does they can explain how to do the configuration.

## **AMOS 2017 Events Coming Up!!**

**September 29th to Oct 1st, Fri - Sun, Jet Fly, Randy Sizemore**

**October 7th, Saturday, AmoBro Fun Fly**

**October 14 and 15<sup>th</sup> - Nor Cal Huckfest at the AMOS field-  
Basil Yousif, Gary Meyer and Geordon White. Don't miss this one!!**

### **AMOS New Helicopter Pad Area Update:**

*The New Helicopter Pad/Area will be completed as part of the New Field Petromat Restoration Project. Great Timing!!*

### **Blonde Jokes:**

**What is the difference between a smart blonde and bigfoot?  
Bigfoot has been sighted.**

**How do you keep a blonde in the shower all day?  
Give her a bottle of shampoo which says "lather, rinse, repeat."**

**Why should blondes not be given coffee breaks?  
It takes too long to retrain them.**

### **Fully Automatic:**

The world's first fully computerized airliner was ready for its maiden flight without pilots or crew. The plane taxied to the loading area automatically, its doors opened automatically, the steps came out automatically. The passengers boarded the plane and took their seats.

The steps retreated automatically, the doors closed, and the airplane taxied toward the runway.

"Good afternoon, ladies and gentlemen," a voice intoned. "Welcome to the debut of the world's first fully computerized airliner. Everything on this aircraft is run electronically. Just sit back and relax. Nothing can go wrong ... Nothing can go wrong...nothing can go wrong...."

*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*