AMOS December 2015 Newsletter

11-30-2015 AMOS Board Meeting

Guests: Fred Light and Debbie Haston

Agenda: Transition to new Board

Signed minutes to be given to Gloria so checking account can be transferred and be legal.

Events for 2016
Helicopter—May 7th by Basil Yousif
Float Fly—May 11-15 by John Sorenson
War Birds—June 11th by Mike Haston
Electric—August 27th by John Hainlen
Giant Scale - Sept 24th - Gary Meyers and Basil Yousif
Others—Jet Fly by Randy Sizemore Date to be determined
President's by Mike Haston Date to be determined

End of Year Committees Nominating: Chairman Bob Rives and member Cathy Rives. Report finished and next year's Board voted on and approved at the 11-09-15 General Meeting. List included in those minutes. **Budget:** Chairman Fred Light and members Gloria Irey and Mai Toy. Report finished to be presented at the Dec8th General Meeting. 2016 Total income budgeted $34,480 and Expenses $18,945. Budget to be voted on at the January General Meeting.

Audit: Chairman Tracy Trammell and members David Jenkins and Dean Crump. Report finished and will be presented at the Dec. 8th General Meeting.

Concerns about field rules:
High speed flights down the runway close to pilot stations 3D flights over runway Smoking in pit area-- After a discussion a motion was made by Mike Haston and 2nd by Marvin Bennett to designate a smoking area near the dispersal area which is next to the wind sock west of pit and south shade area. This must be voted on at the December General Meeting.

Concerns/Reports from Board Members
John Sorenson—Need to consider weed control soon.
Mike Haston—Talked about the need for a new meeting place for the Board. He will look into it.
Doug Keller—No toys for Tots drive this year because of a lack of response last year.
Marvin Bennett—The minutes of the General Membership were sent out to all members by John Sorenson.

Gloria Irey—The Treasurer's Report shows Receipts of $4075.16 and Disbursements of $2905,98. The checking account has $6812.25 in it. One outstanding loan for $1500.00 was paid off in October. We still have outstanding loans totaling $26,000.

Jim Irey—We have 231 members, but some will not renew traditionally for next year.
Glen Gibson—We now have two more mowers. Walked the runway this morning and some minor repairs made. Talked about the possibility of a flag pole being acquired by donation from the membership.

New Items
Hilton Sorkazian—Asked about a special rate for college students for our club. Anything to this effect would have to be presented to the General Membership for a vote. This was prompted because Sacramento State has a Drone Club with 190 members and might be interested in our Club.

12-8-2015 AMOS General Meeting

INSTALLATION OF NEW BOARD: John Sorenson thanked the 2015 Board members for their work and turned the Gavel over to new president Mike Haston. The new President introduced the 2016 Board Members.

LIAISONWITH COUNTY: The president asked John Sorenson to continue as Liaison with the County as to matters related to our flying site, and John accepted.

SMOKING IN THE PITS: After general discussion about members smoking in the pits, the following Motion was made, seconded, and passed by vote:
The space in the parking area at the pole with the Safe Dispersal sign is designated as the only allowed smoking area at the field.

PRESENTATION OF 2016 BUDGET: Fred Light, chairman of the budget committee, reported that the committee would present a proposed 2016 budget to the Board at the Board's next meeting. The proposed budget will show:
Projected income: $34,480
Projected expense ($18,945)
Projected Surplus $15,535 for loan repayments and special projects.

PRESENTATION OF AUDIT REPORT: Audit Committee chairperson Tracy Trammell reported that the committee had met with Treasurer Gloria Irey and reviewed financial records for the period January 1, 2015 through October 31, 2015. The committee found that the Treasurer kept the club's records using double entry accounting including monthly reconciliations and reports. The committee concluded that the Treasurer's records accurately reflect the actual financial position of the club. Motion was made and seconded that the Audit Report be accepted as read and the motion was passed.

CONCERNS/REPORTS FROM BOARD MEMBERS:

President. Mike Haston: The field was broken into and a generator, four white shade covers, and some other items were stolen. Loss estimated at $1,200, Club has no insurance. Per John Sorenson, we have looked into insurance in the past, and the cost is prohibitive.

Treasurer. Gloria Irey reported that renewals are starting to come in and the club has $7,000 on hand as of November 30.

Membership. Jim Irey: There are 231 members right now. Jim also said that he will propose to the Board that the club purchase three new blue shade covers. He will get an exact price which should be in the range of $1,000 to $1,500. They are supposed to last for twelve years.

Safety/Training. Fred Quartier raised concerns with FAA rules.

Contest Coordinator. Richard Cross reported he is moving to Washington DC, and he has turned over his flier files to new contest coordinator Hilton Sorkazian. These files can be used as templates for new fliers.

Field Marshall. Glen Gibson thanked the members who participated in the field clean up.

NEW BUSINESS

Memorial for Art Holder - John Sorenson said the memorial will be Saturday at 12:00 noon at Art's home followed by a barbecue. All members are invited. John will email the address to the members.

Sacramento State Drone Fliers - Jim Irey talked about proposal made at last Board meeting to allow members of drone fliers' club at Sacramento State to fly at our field at reduced membership rate. On motion made seconded and passed by vote the matter was tabled.

Weed Abatement - Dean Crump asked for clarification of how wide a swath to spray and chemicals to use for maximum kill. The best time to spray is before the next rain. Concluded to go for max kill and continue to keep existing width of cleared area. Moved, seconded, and passed by vote that the club give Dean a check for $300 for weed control at the field as soon as the weather permits.

FREEZE & FLY
2016

Some people just don't have the sense to come in out of the cold! But we did have fun! The first unofficial Freeze and Fly on January the 1st was the first one in many years to live up to name!!

From Left to right - Jody Kahan, John Sorenson , Randy Allen , Ovi Rosca, Basil Yousif and Geordan White By John Sorenson

FLYING WITH FLAPS

Great Article from - Model Airplane News

Sooner or later, many RC modelers try their hand at a scale subject, and since most full-size aircraft use flaps, their scale model should include them as well. A scale model with the flaps fully deployed is an impressive sight. This will most likely be the pilot's first exposure to flaps since most of our sport models don't use them. Flaps are terrific; they can transform that hot P-51 from a bear to a pussycat on landing. They can, on the other hand, present problems if misused.

This impressive Westland Wyvern is the work of David Wigley. The model weighs 50 pounds and features scale Fowler flaps, which increase both drag and wing area when deployed.

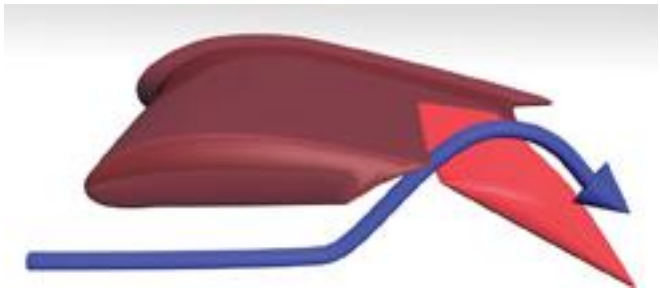
Next time you fly in a large commercial airliner, take note of the transformation of the wing prior to takeoff and landing. Airliners or other fast aircraft achieve their eye-popping performance through the use of small, thin wings. The problem with this type of wing is that they stall at high speeds and consequently the takeoff and landing speeds are also very high. When flaps are lowered they change the wing's lift and drag characteristics and lower the stall speed.

By changing the camber of the wing, the lift and drag are increased for a given airspeed. As a result of these changes the aircraft can land at a slower airspeed, fly a steeper landing approach and use more power on landing, which is a good thing if you have to go-around with your model.

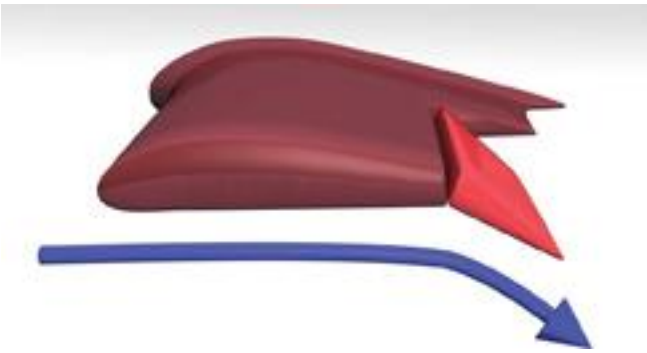
The BH Models Trojan slows to a crawl with flaps deployed.

FLAP VARIETIES

There are four basic types of flaps: plain, split, Fowler and slotted. The plain flap is simply a hinged portion of the trailing edge. Split type flaps are hinged at the bottom of the wing and create much more drag than plain flaps. The slotted flap is similar to a plain flap, but has a slot between the wing's trailing edge and the flap. The air passing through the slot delays the airflow separation and creates a greater increase in lift with a smaller increase in drag than a plain or split flap. Fowler flaps extend aft and down increasing the wings area and provide large increases in lift with a minimum of drag.

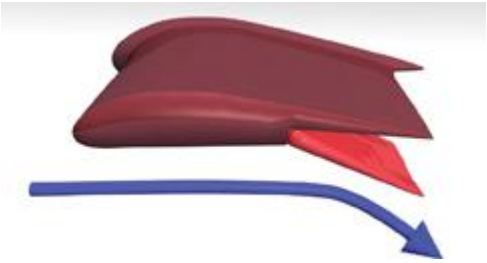


Fowler flaps move rearward and downward increasing the wing area and curvature.



Plain flaps lower the wing's trailing edge increasing its curvature and, therefore, its lift.

Slotted flaps allow high-energy air to flow from underneath the wing up and over the flap to help prevent airflow separation.



Split flaps generate a lot of drag by disturbing the airflow on the underside of the wing.

Deflecting flaps will cause a twisting action to the airplanes' wing. The type of flap as well as the wing's design will determine the amount of twisting action, with the split flap generating the least amount. Deploying the flaps may result in the plane pitching up or pitching down. The elevator must be used to compensate and keep the plane on the desired approach path. Another characteristic of flaps is that the first half of the flap's deflection results in a greater increase in lift while the second half results in a greater increase in drag. Flaps also impart a large structural load on the plane and should only be used at a lower airspeed. Full-size planes have their air speed indicators marked for safe flap operating range.

The Top Flite B-25 Mitchell bomber has inboard and outboard flaps and lands like a trainer.

Nick Ziroli greases another landing with the help of the effective flaps on his Skyraider.

FLYING WITH FLAPS

Since every aircraft reacts differently to flaps, it's important to learn how yours reacts before committing to landing. The safest way is to do a no-flap takeoff and fly your model around to get comfortable with it. At a safe height, reduce the throttle to about 1/3 and let the plane slow down. Next, add Ω flaps and see what your plane does. If it balloons (pitches nose-up), apply some down-elevator to help maintain the airspeed. Once the plane is under control again, add full flaps and be prepared to adjust the elevator pressure on the stick.

You may be surprised how much elevator it takes to compensate for full flap deflection and how much the plane will slow down. With today's radio systems, it's easy to program a mix for the proper amount of elevator trim when the flaps are dropped. This will greatly ease the pilot's workload.

Once you are comfortable with flying the plane with the flaps down, it's time for the landing. If you have your flaps set up to drop in increments, such as a dial or slider switch, add about 10 degrees on downwind after the plane passes your position and then add about 20 to 25 degrees on base leg. After turning, add full flaps and use power to adjust the flight path. Remember, you will need more power with flaps and the approach descent rate will be steeper. With a little practice, you will be rewarded with picture-perfect landings.

Since flaps provide more lift at slower airspeeds, you must be aware that when you retract them in-flight you will lose the lift and the plane could sink. For this reason, if you must do a go-around, make sure you increase power before retracting the flaps. Failure to do so could place your plane very close to stall speed before you can accelerate to a safe speed. This also applies to takeoffs with flaps. In most cases it is safer to take off with the flaps retracted or deflected no more than about 20 degrees. Larger deflections add more drag and can cause the plane to become airborne at too low of an airspeed.

Flying a scale model with operational flaps is a very rewarding experience. Not only do they look neat, but they also provide the same benefits as the full-size version. They take the anxiety out of landing your lead-sled WW II fighter or similar high-performance aircraft and provide a safer and more enjoyable RC experience.

FLAP ACTION

Flaps impart a tremendous load on the wing and require attention during their installation. Make sure you use enough heavy-duty hinges on each flap and a heavy-duty control horn. There are many ways to actuate the flaps, including torque tubes and bell cranks. For large, fast or heavily-loaded models, the best way is to use a servo for each flap. These planes will also benefit from the flaps being locked in the down position preventing the airstream from blowing the flap back to the up position. This basically means that the servo arm is directly in line with the flap horn at full deflection and this takes the strain away from the servo. This is accomplished by turning on the radio and selecting full down flaps and choosing a servo horn position that is in line with the horn. Now, retract the flaps and make up the linkage from the servo to the horn. The amount of flap deflection is determined by the length of the servo arm; for more flap deflection, place the linkage farther out on the arm. The use of ball links may be required for smooth action and to eliminate binding.

The modeler has several options for the transmitter flap actuation method. The least desirable is to use a two-way switch, which only results in flaps up or full down. This is not very scale-like and could result in large pitch changes when the flaps are actuated. A three-position switch will allow the use of half-flaps for more scale-like flight. A knob or slider switch is another way to go and allows an infinite number of flap settings. The only drawback is that it is sometimes difficult to tell how much flap deflection is selected.

Do

- **Learn how your plane reacts to flaps at a safe altitude before attempting the first landing.**
- **Reduce the throttle to around 1/3 and let the plane slow before dropping the flaps.**
- **If used for takeoff, use only partial flaps.**
- **Adjust the power to maintain the approach path. Flaps add drag and require more power.**
- **Add power on a go-around and begin a climbout before retracting flaps.**

Don't

- **Deploy flaps at high speed. The flaps may depart the wings or cause serious structural or servo damage.**
- **Use flaps on the first takeoff and test flight. You must first determine how much deflection is correct for your model.**
- **Use full flaps on takeoff. This adds a lot of drag.**
- **Let the plane balloon and lose its airspeed. Adjust the elevator to keep the proper approach path.**
- **Retract flaps when low and slow or you could settle onto the runway.**

AMOS Events for 2016

Helicopter—May 7th by Basil Yousif
Float Fly—May 11-15 by John Sorenson
War Birds—June 11th by Mike Haston
Electric—August 27th by John Hainlen
Giant Scale - Sept 24th - Gary Meyers and Basil Yousif
Jet Fly by Randy Sizemore Date to be determined
President's by Mike Haston Date to be determined

Jokes:

Not Enough Meals

An attendant on a cross-country flight nervously announced: "I don't know how this happened, but we have 103 passengers aboard and only 40 dinners."

When the passengers' muttering had died down, she continued, "Anyone who is kind enough to give up his meal so someone else can eat will receive free drinks for the length of the flight."

Her next announcement came an hour later.

"If anyone wants to change his mind, we still have 29 dinners available!"

Engine Loss

Two blondes were flying to Miami from Cleveland.

Fifteen minutes into the flight, the captain announced "One of the engines has failed and the flight will be an hour longer. But don't worry we have three engines left".

Thirty minutes later, the captain announced "One more engine has failed and the flight will be two hours longer. But don't worry we have two engines left".

An hour later the captain announced "One more engine has failed and the flight will be three hours longer. But don't worry we have one engine left".

One blonde looked at the other the other blonde and said "If we lose one more engine, we'll be up here all day"

Skydiving Advise

All of these pilot and aviation jokes get me to thinking about my first skydiving instructor.

During class he would always take the time to answer any of our stupid first-timer questions.

One guy asked, "If our chute doesn't open, and the reserve doesn't open, how long do we have until we hit the ground?"

Our jump master looked at him and in perfect deadpan and answered,

"The rest of your life."

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.