



AMOS May 2015 Newsletter

AMOS Board meeting 5-4-15

Visitors and/or Guests: Marvin Pass and Glen Gibson

Unfinished Business

ADA Path The paths need improvement to reduce tripping hazards.

1.) Decomposed Granite to be put down.

Field Marshall resignation. John Kinne had to resign for health reasons. John Sorenson is proposing to have Glen Gibson replace him.

Granting of Free memberships was discussed at length. It was agreed to leave the policy as is.

District X of the AMA VP Lawrence Tougas to be granted an "Honorary AMOS Member

Xmas Dinner- A discussion about the annual Christmas dinner took place. It was felt that we should recognize the outgoing and incoming Board members at this annual event. All agreed and that we should let Jim Hill know that either Dec 6th or 13th would be acceptable.

Signs at the Field - No signs should be posted unless approved by the Board.

Event Reports –

Mike Haston has 11 Warbirds Over Roseville shirts to sell at his event scheduled for June 13th.

A discussion was held about allowing vendors to have a booth with items for sale at the events. - Motion Passed.

Board Reports

President – John Sorenson John discussed the Web Page. He said that Ian Shere is to continue handling the Web Page but John will notify him he could take off the membership list and Log In requirement.

John Sorenson had received an e-mail from the Discovery District Twilight Camp who services scout units in South Placer County. They requested that AMOS give a flying demonstration at their June 23 to 27th camp event. John will reply to let them know we are coming.

VP – Mike Haston - Warbirds Over Roseville Event coming up!!

Secretary – Marvin Bennett Will be absent at the May 12th General Meeting.

Treasurer – Gloria Irej - Treasurers Report was passed out. The Table money has been all used up. The report shows funds available \$3887.16 with outstanding loans of \$32,000.

Safety/Training –Fred Quartier We had one badly cut finger at the field and all should use extra caution when arming planes.

Membership – Jim Irej - We now have 201 members

Field Marshall – To be voted on at the next General Meeting, as John Kinne has resigned.

General Meeting 5-12-15 at 7:00 PM

The General Meeting was held but there's no Minutes. Marvin was absent.

AMOS 2015 Upcoming Events

6/13- Warbirds over Roseville - Mike Haston - Coming Up!!

7/11- Club Appreciation Day - John Sorenson, Mike Haston

8/29-Electric Fun Fly - John Heinlen, Basil Yousif

9/12-Presidents Fun Fly - John Sorenson, Mike Haston

9-26-Thunder Valley Rally of Giants - Mike Dunbar, Basil Yousif

10/10- Jet Fun Fly - Randy Sizemore, Mike Haston

12/19- Christmas Dinner - Jim Hill

Event News:

4/18- R/C Country Swap - Tracy Trammell

The food sales at the R/C Country Swap meet did really good this year. A profit of around \$401 was made for the club. Good going Tracy, Dean and all who helped.

5/13- to 5/17- John Sorenson's Float Fly at Camp Far West

The weather wasn't very good during the week of the Float fly. Heavy winds and some rain made for rough flying conditions.

I was out there on Friday the 15th to fly and cook Steak Dinner. The winds were up there on Friday but I was still able to fly. Very few planes were out there that day. Campers were waiting for that good day if they were going to pay to fly.

It's hard to predict good weather if it was one week earlier the weather would have been better but the event still did great making \$700 in profit.

Rotors Over Roseville



5-2-15 - Rotors Over Roseville Helicopter Event



This was a new event Richard Cross and I held at the AMOS field and it really went over good. It was a very enjoyable experience. Can't wait for next years!!

The weather was great and some expert R/C Helicopter Pilots were on hand to amaze the crowd.

Hanger 9 representative Brian Langston was flying and did the latest and greatest 3D Helicopter stunts like the Inverted Vortex. Many of the Helicopter Pilots were from the local SVRW and Lincoln Heli Flyers clubs.

There was just one crash from a defective battery connection. Other than that after all 1001 3D moves were done during the day all helicopters were in good shape.

Next years event is going to be even bigger and we look forward to it.

The Helicopter event made around \$50 and sent \$50 worth of food and to the Float Fly.



Cutting and trimming a Cowl



The cowls that come with ARF kits really make the model look great when they are cut and installed properly. It's a good idea to cut the cowl after the model has been flown without it on the plane for a few flights.

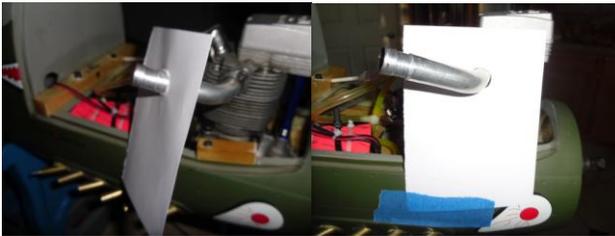
If your engine is new it will run hotter and need more cooling and your better off with no cowl for a short period. Also if you decide you want to go with another engine you won't have ruined the cowl by cutting it out for the first engine.

Weigh the cowl and add a fishing weight of slightly less weight when flying without the cowl. That way you won't have to balance the plane a second time when installing the cowl.

Here's some tips for cutting out a cowl:

How to mark and cut exit points for a muffler, needle valve etc. in the cowl

1) Cut a hole in a piece of paper to fit around the protruding part. The paper should also extend over to the fuselage. Run the paper over where the cowl will sit. Tape it down to the Fuselage.



4) Remove the protruding item and install the cowl. mark the cutout area in the cowl.



5) Cut out the hole out with a Dermal tool where you marked the opening.



The opening might need to be enlarged for access of tools to attach the part.

There are different variations of this method. You can tape the paper running from the back of the fuselage to the front of the plane draping over the protruding engine and other parts. The paper should stay put when you put the cowl back on to mark it. This works best when the cylinder head will stick out of the cowl. Of course you have to remove the engine before attaching the cowl for marking.

Some kits give you two clear dummy cowl halves to mark and cut out for your protruding parts. This method is sometimes easier because you don't have to remove the engine but it does lack accuracy and it's harder to mark the holes. With the paper method you can easily replace the paper if you cut wrong.

Cutting Large ventilation holes in the Cowl:

1) Mark the ventilation hole openings in the cowl. The output ventilation openings should be three times the size of the input ventilation holes. The input vents are unusually cut out already. Mark the corners with a dot.



2) Cut holes out with a Dremal tool using a round Dremel bit. Don't use a drill bit.



3) Remark the lines for cutting out the opening. This time mark the cut lines from the outside of the holes. Junk Mail or a regular ruler work good for drawing the line.



4) Cut out your Cowl ventilation holes using a circular bit on the Dremal tool.



Sand the opening to clean it up.

R/C Airplane Gasoline Engine tuning Method

DA50 Gasoline Engine High Speed Needle -Low(Idle)needle



On Most Walbro carburetors the High speed needle is located the furthest from the engine cylinder or closest to the choke. The Low speed needle is next to it and is closest to the engine cylinder.

Opening Needle

Closing Needle

A Counter-Clockwise turn will Richen mixture, and Clockwise will Lean it.

- 1) Set both needles to 2 turns out from closed. Start the engine and let it warm up. If the engine is too rich and flooding occurs at 2 turns close both needles 1/4 turn. They will be at 1 3/4 turns at this point and it should run.**
- 2) Take engine to full throttle, close the High speed needle to achieve peak RPM. Once there, the high end is done, and needs no further adjustment. Leave it at peak RPM, you don't need to back off, like with a glow engine likewise don't want to go beyond peak RPM and end up too lean.**
- 3) Bring throttle down to about half, you will hear the engine start to burble, stop the throttle when you hear this. Turn low Idle needle clockwise just until the burble stops.**
- 4) Continue to bring the throttle down until you hear it again, then adjust low clockwise until it stops. Continue this until throttle is all the way down.**
- 5) Once that's done, quickly move throttle from idle to full. there should be no hesitation. If there is, turn low needle counter clockwise until transition is smooth. If you get a little burble back, you can live with it, or try to fine tune it. Most likely there will be a small amount of burble you cant get rid of, this is normal especially in new engines.**

Keep in mind, if you adjust with the cowl off, it will probably change your settings with it on. What I did, was drill a hole in the cowl, just big enough for a long thin slotted screwdriver, and installed a grommet.

Pieces of fuel tubing can be installed on the needle valves. Push the screwdriver onto the needle before you start the engine. The tubing holds the screwdriver in place. You can even let go if it.

Full throttle will throw it out the screwdriver, so adjust and grab it before you move the throttle to high. A small bit 12" long blade screwdriver from the 99c store works great and Cheap!!

Weather - Needle settings can change with hot and cold weather - retune when needed

Jokes:

RULES OF THE AIRWAYS

Takeoff's are optional. Landings are mandatory.

Flying is not dangerous; crashing is dangerous.

Speed is life, altitude is life insurance. No one has ever collided with the sky.

The only time you have too much fuel is when you're on fire.

Flying is the second greatest thrill known to man. Landing is the first!

Everyone knows a 'good' landing is one from which you can walk away. But a 'great landing is one after which you can use the airplane again.

The probability of survival is equal to the angle of arrival.

Learn from the mistakes of others. You won't live long enough to make all of them yourself.

Trust your captain.... but keep your seat belt securely fastened.

Any attempt to stretch fuel is guaranteed to increase headwind.

Try to keep the number of your landings equal to the number of your takeoffs.

There are old pilots, and there are bold pilots, but there are no old, bold, pilots!

Gravity never loses! The best you can hope for is a draw!

The Underwear Bomber!!

Every time I fly and am forced to remove my shoes, I'm grateful Richard Reid is not known as the Underwear Bomber.

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