



## **AMOS November 2015 Newsletter**

### **BOARD Meeting on 11/2/15**

**Guests Present:** Donna Quartier, Bob Reeves  
Fred Light, Jody Kahan

#### **EVENTS:**

**CHRISTMAS DINNER:** General discussion. Positive comments. Cost \$26/person.

**DAVID MCREARY:** Not present at meeting. Will speak at General Meeting on 11/10. President stated that David has received a grant of several thousand dollars to conduct outreach and/or educational programs in connection with model aviation and that there is a possibility of AMOS becoming involved in the program. Further discussion at general meeting.

**HOBBYTOWN SWAP MEET:** Mike Haston reported that the club had a booth and sold some planes. General discussion of AMOS possibly running food booth if the event is repeated.

#### **REPORTS BY END OF YEAR COMMITTEES:**

**NOMINATING COMMITTEE:** Bob Reeves reported there is still one candidate for each slot except for Vice President.

**Voting in of Officers** will be done at the November General Meeting along with the **MODELER OF THE YEAR** - announced at the Christmas Dinner.

**BUDGET COMMITTEE:** Meeting on 11/3. Committee will have report to Board by December meeting and presented to members at General Meeting for December. To be voted on by Members at January meeting.

**AUDIT COMMITTEE:** Gloria Irey stated meeting to be held 11/2 at 4:30. Discussion of whether inventory of club property necessary. Concluded that rules require inventory only of items valued at \$500 or more.  
Gloria will prepare list if the Audit Committee wants it.

#### **FIELD IMPROVEMENT:**

**PATH:** Jim Irey reported that Don Schwartz brought a tractor and removed the Bump in the way of handicap access. Decomposed granite will be laid down later at a cost of about \$150.

**MOTION made by Jim Irey and seconded to pay \$100 to Don Schwartz for the tractor and gas. Motion passed unanimously.**

**CHAIRS: Jim Irey reported he had bought 12 chairs for \$25 each. He proposed buying 18 more at same price, and keeping some in container until summer.**

**MOTION made by Mike Haston and seconded that the Board propose to the General Meeting that the club purchase 18 chairs at a cost of \$25 apiece plus tax. Motion carried by a vote of 4 to 3.**

**NEW BUSINESS:**

**ADVERTISING PLANES FOR SALE: After discussion concluded such ads should not be posted at the field or on the web site. Anything put up at the field will be taken down.**

**Members wishing to sell planes should send info to Jim Irey who will pass it on to members.**

**CONCERNS/REPORTS FROM BOARD MEMBERS:**

**MIKE HASTON: Concern with members not honoring engine cut-off lines. Concluded any Board member present at the field should talk to violators.**

**JOHN SORENSON: AMA has adopted new rule that new members must renew each year in month they joined. So new memberships will not be on calendar year. Concern is that we may have members whose AMA has expired during the year. Concluded that Membership Chairman will have to monitor AMA renewal status of new members. Jim Irey stated he has procedures in place.**

**GLORIA IREY: Cash position good. Jet event made about \$600. Giant Scale event made a little money. \$5,643 in checking account. Renewals starting to come in. Proposed paying off \$1,500 loan.**

**MOTION made by Gloria Irey and seconded that the club pay off the \$1,500 loan including interest. Motion passed unanimously.**

**JIM IREY: There is a lost DX5. If owner does not claim within 6 months to be donated to club. Also expressed concern with smoking in the pits and 3D flying where it shouldn't be. Stated that Gary Myers has a flag pole he is willing to donate to club. But there is also the possibility of getting a 30 foot flagpole from the Red Barons.**

**MOTION made by John Sorenson that we look into getting a flag pole either from Gary Myers or from the Red Barons and put the proposal to the General Meeting. Motion carried with one abstention.**

**FRED QUARTIER: Will advise AMA of how we conduct our training program.**

**CONTEST COORDINATOR: Richard Cross moving to Washington. Concluded to leave position vacant.**

**GLEN GIBSON: Expressed concern about members putting trash in butt cans.**

**JIM IREY:** Raised question of whether former members are permitted to fly as guests. Consensus is that the rules permit this up to the limit of 3 times.

**JIM IREY:** Raised concern over new members who are delinquent in paying field improvement fees. Concluded that Membership Chairman is not a bill collector and has no duty other than to advise delinquent member that payment is due at the end of year member will not be permitted to renew unless all delinquent amounts are paid.

**JOHN SORENSON:** Doug Keller has withdrawn from running for VP. Problem with ballots as printed. Have to find someone to run.

There was general discussion of whether to honor members who volunteer extraordinary services by plaque or certificate or otherwise.

## **11-09-2015 AMOS GENERAL MEETING**

Guest Dave McCreary

Guest Speaker: Dave McCreary spoke how he is a teacher of Model Aeronautics at a Charter school in Marysville. He is the first teacher to be accredited to teach these courses. It was interesting to hear how much the students progressed in this field. He was here to do an outreach to the modeling community and to solicit Mentors and equipment that the students could use. His talk was well received by our club.

**ELECTION OF NEXT YEARS BOARD.** The Nominating Committee put forth a list of nominations for next year's Board. There was a call for members from the floor for additional nominations and there were none. A tally of the votes including Proxies was made and the following were elected :

AMOS 2016 Board:

**PRESIDENT-- Mike Haston**

**VICE PRESIDENT—Randy Sizemore**

**SECRETARY-- Jody Kahan**

**SAFETY OFFICER-- Marvin Bennett**

**TREASURER-- Gloria IreY**

**MEMBERSHIP-- Jim IreY**

**CONTEST COORDINATOR —Hilton Sorkazian**

**NEWSLETTER EDITOR -- Basil Yousif**

**FIELD MARSHALL -- Glen Gibson**

## **EVENTS PLANNED FOR 2016:**

**Float Fly -- May 11-15 by John Sorenson**

**Giant Scale—September 24<sup>th</sup>-- by Gary Meyers and Basil Yousif**

**Helicopter-April 30 - Basil Yousif.**

**Others—Jet fly,scale, profile, electric and President's. Dates to be determined.**

**Motion made by John Hainlen and 2<sup>nd</sup> by Mike Haston to accept the proposed events for 2016.  
Motion Carried.**

## **END OF YEAR COMMITTEES:**

**BUDGET—Chaired by Fred Light..To report at the December General Meeting**

**AUDIT—Chaired by Tracy Trammell to report at the December General Meeting.**

**FIELD IMPROVEMENTS—Jim Irey reported that the ground around the food area has been leveled thanks to Don Schwartz. The Board approved the purchase of 12 additional chairs and these have been purchased from Ace Hardware and are at the field. Jim would like to purchase 18 more for \$25 each. He made a motion to do this and it was 2<sup>nd</sup> by Mike Haston. After a discussion both pro and con the motion carried.**

## **BOARD MEMBER REPORTS:**

**Mike Haston Vice President—Thanked everyone that has helped make the field so good.**

**Doug Keller Past President—Reminded everyone that today was the Marine Corps 240th Birthday.**

**Marvin Bennett Secretary—Thanked Jody Kahan for taking the last Board Meeting Minutes .**

**Gloria Irey Treasurer— Jim Irey reported for her that we paid off one loan and now had a debt of \$26,000 but we were financially in good shape.**

**Jim Irey Membership -- We now have 230 members. He said the AMA changes to membership joining dates should not cause him any problems. He also discussed putting up a Flag Pole at the field. A motion was made by Nate Watts and 2<sup>nd</sup> by Mike Haston to put up a flag pole and a US flag to be flown at events. Motion Carried.**

**Fred Quartier Safety/Training : The training program had 112 students with over 138 flights this year. It also contributed \$200 in donations to the club. It also was responsible for some of our new members who joined the club. Fred has sent a letter to the AMA requesting a grant based on our training activities.**

**SNOWBALL RAFFLE Fred Light Ran this and the raffle of \$10 was won by Stan Vivas.**

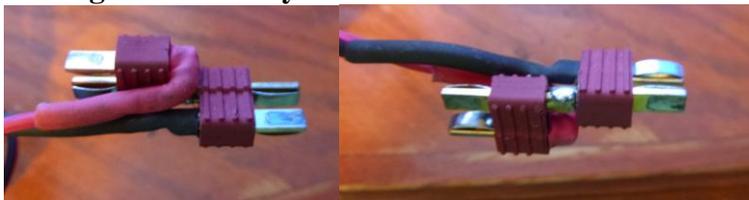
## **Building a Portable and Light Power supply Unit for field use:**



This is a lightweight easily portable unit that will supply 12 volts to the Starter or Fuel pump and 1.5 volts to the Glow Plug and also has a Glow Stick charger. To build you strap one or two battery packs that supply a total 12-15volts with Zip ties on to a mini power panel unit. I used a Hobby King Mini power panel - \$7 plus shipping:

[http://hobbyking.com/hobbyking/store/uh\\_viewItem.asp?idProduct=60503](http://hobbyking.com/hobbyking/store/uh_viewItem.asp?idProduct=60503)

I built this unit using two - 2 cell Life battery packs that came out of a crashed plane. I didn't want to put them into another plane because they were banged up so I made this small portable power supply with them. Two 6.6 volt Life batteries with a C value of 20 or over work the best. You can use two 2 cell packs or one 3 cell Lipo pack. Many starters can tolerate 15 volts but with a 3 cell your at around 12 volts Lipo which is perfect. **Lipo batteries can be unstable and catch fire if dropped or poked or shorted so using a Life battery is much safer!!**



Deans Male Connector setup for two 6.6 volt Life Batteries ( No wire used as jumper)

**Soldering the connection:** Just take the Red and Black wires from the Power Panel unit and solder the male side of the battery connection plug you use for your batteries on to them and connect them to the battery. **Unplug the batteries after use to avoid drain.**

If you want to use two batteries in series you can use two male battery connectors and jump the + and - side of each plug with a thick wire then connect the Power Panels red wire to the + pole on one of the connectors and the - black side to the Negative pole on the other connector. Then you can plug both batteries into each of the connectors.

## Knife-Edge Flight Secrets

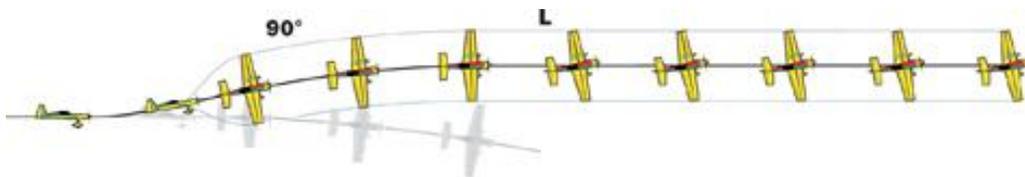
On your first attempts, it's wise to enter your knife-edge maneuvers from a slight climb to buy yourself some extra time to think through the steps so you don't find yourself rushing to recover. You'll also find it much easier to build your first sustained knife-edge if you initially roll the airplane in the same direction every time.

During a sustained knife-edge, altitude is maintained with "top rudder," the force of the air deflecting off the side of the fuselage and the upward component of the engine thrust. This is why a great deal of airspeed, thrust and rudder (yaw) are typically required to maintain altitude in knife-edge flight.

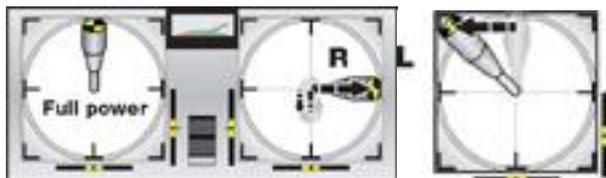
Before we go any further, we need to do away with the popular but ambiguous reference to "using the rudder like an elevator" during knife-edge flight. Instead, simply remember that the rudder is always applied the opposite direction that the airplane is rolled—regardless of whether the top or the bottom of the plane is facing the pilot. So, if you roll 90 degrees to the right, you'll input opposite left rudder to maintain altitude.

By definition, the most important aspect of knife-edge flight is establishing a perfect 90-degree bank. You can quickly get a handle on this by rolling to knife-edge without worrying about the rudder for the first few attempts. When you first introduce rudder, it's again crucial that you first establish a 90-degree bank before inputting rudder, and thus avoid the tendency to over- or undershoot the bank because you're rushing to input rudder. At first, you may even want to briefly pause at neutral after rolling to knife-edge to make sure the wings are perfectly vertical before you apply rudder. If you become confused or you need to recover, neutralize all the controls, and then roll back to upright.

### BASIC KNIFE-EDGE FLIGHT

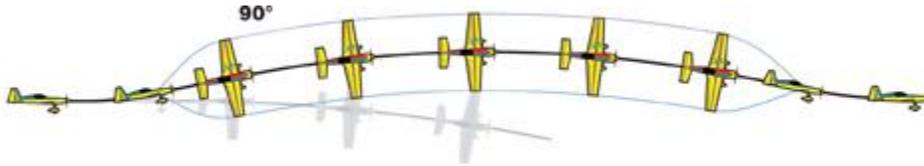


Pitch up into a slight climb, roll right 90 degrees, apply opposite left rudder and hold.



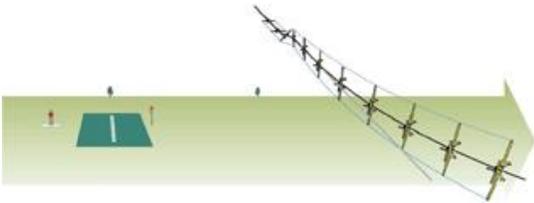
Maintain altitude during knife-edge by simply remembering to apply the rudder in the opposite direction in which you applied the aileron.

## KNIFE-EDGE WARM-UP

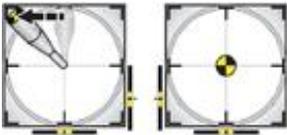


Before introducing rudder, practice pitching the plane into a climb and rolling exactly 90 degrees. Don't use rudder until you can first consistently roll to knife-edge with the wings perfectly vertical.

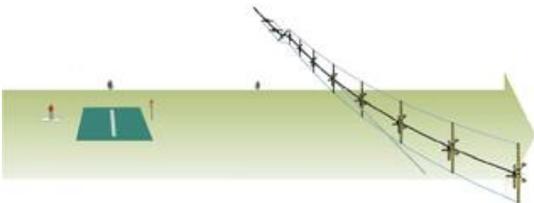
## EASY CORRECTIONS



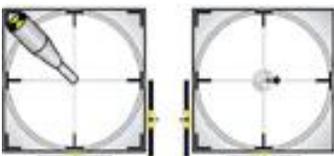
First attempt: Enter a slight climb, bank right 90 degrees, input full opposite left rudder and hold it. Let the deviations occur, but take note of where they are.



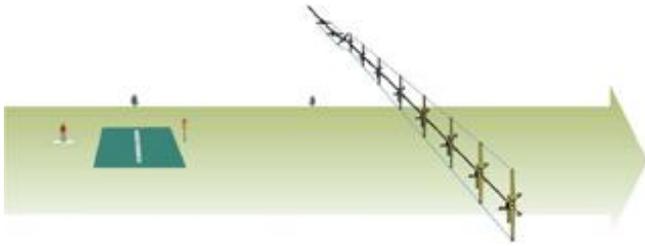
The airplane is trying to roll out of the bank (typical). Plan to hold in a little right aileron next time.



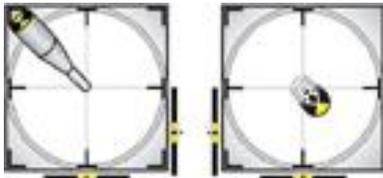
Second attempt: Enter a slight climb, bank right 90 degrees, input opposite left rudder and add a little right aileron.



The plane stays banked 90 degrees, but tucks (turns) toward the landing gear. Plan to pull a little up-elevator next time.



**Third attempt: Enter a slight climb, bank right 90 degrees, input opposite left rudder, add a little right aileron and pull a little elevator.**



For future attempts, make a more shallow entry, and smoothly blend the inputs together.

### **BUILDING A SUSTAINED KNIFE-EDGE**

Factors such as propwash, gyroscopic precession and P-factor won't let most airplanes stay on their sides and/or track straight in knife-edge flight with just rudder input. But determining which corrections are needed to hold a straight line is easy as long as you don't clutter your attempts with too many inputs; instead, build on what the airplane shows you it needs. In knife-edge, the best teacher is the airplane.

For example, enter a slight climb at full throttle. Roll right to knife-edge, neutralize the aileron with the wings perfectly vertical, then smoothly apply full opposite left rudder and hold it. Don't attempt to correct any deviations at this time. You'll most likely see the plane roll in the direction in which you're holding the rudder, i.e., left. Rather than correcting it, record the event in your mind while forming a plan to correct it next time with right aileron.

Assuming that you successfully correct the roll tendency in your next attempt, it isn't unusual to observe the airplane tucking toward the canopy or the landing gear. Just as you did with the roll tendency, take stock of the direction in which your airplane tucks and which way you'll need to apply the elevator to correct this during the next attempt. Once you've identified the knife-edge requirements for your airplane and have developed some confidence, you can begin to gradually remove the climbing entry and start blending the inputs.

In its final form, a skilled pilot applies just enough up-elevator pressure at the start of the 90°-roll to prevent the plane from dropping, but is otherwise undetectable, while smoothly adding top rudder as the wings approach 90 degrees. Then, based on prior observations, he or she blends in the aileron and elevator inputs required to hold a straight line.

## **NFL Jokes**

### **Cowboys:**

**Q: Why did Tony Romo cross the road?**  
**A: To get to the hospital on the other side!**

**Tony Romo just threw his iPhone 5 in frustration after a snap but even it was intercepted and returned for a touchdown.**

**Q: What do the Cowboys and the Post Office have in common?**  
**A: Neither deliver on Sundays!**

### **Seahawks:**

**Q: What is the difference between a Seahawks fan and a baby?**  
**A: The baby will stop whining after awhile.**

**Q: What's the difference between Seattle Seahawks fans and mosquitoes?**  
**A: Mosquitoes are only annoying in the summer.**

### **Green Bay Packers:**

**Q: What do you call a 350 pound Packer fan?**  
**A: An anorexic!**

**Q. How did the Green Bay Packers fan die from drinking milk?**  
**A. The cow fell on him!**

### **Denver Broncos:**

**Q: What should you do if you find three Denver Broncos football fans buried up to their neck in cement?**  
**A: Get more cement**

### **Oakland Raiders:**

**Q: What's the best way to teach your dog to roll over and play dead?**  
**A: Have him watch a couple Oakland Raiders games.**

**Q: If you have a car containing a Raiders wide receiver, a Raiders linebacker, and a Raiders defensive back, who is driving the car?**  
**A: The cop.**

**Q: What did the Raiders fan say after his team won the Super Bowl?**  
**A: "Dammit mom, why'd you wake me up? I was having an amazing dream!"**

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