



AMOS October 2018 Newsletter

AMOS Board Meeting 10/2/18 @ 7:00PM – recap

Unfinished Business:

Nominations Committee: Mike H. reported that so far the following persons have volunteered to run for office:

President: John Sorenson Vice President: Doug Keller
Treasurer: Gloria Irey Secretary: Jody Kahan
Membership: Jim Irey Newsletter: Basil Yousif
Safety/Training: Les Klear Field Marshal: Tom Aschwanden
Contest Coordinator/Public Relations: Geordan White

John S - said he would send an email to all members stating that the above are running and asking if anyone else wants to run for office. Some discussion about whether every member should be phoned or if email is enough.

Audit Committee: Jody K. said committee will wait until October is available to begin audit.

Budget Committee: Will meet at 5:30 on October 9 at Denny's.

Jet Event: Randy S. Seventeen pilots entered. Two crashes. Small fire on the other side of East Catlett. Several volunteers put it out before the FD arrived. Suggestion that before next jet event we contact owner of that property and ask for a gate key. Cleared \$44.16 exclusive of food sales. Basil Y. Cleared \$214 on food sales. Note, pictures and more info at <http://www.rcuniverse.com/forum/rc-jets-120/11654334-%93thunder-valley-jet-rally%94.html>

New Business:

District X VP: Greg Stone is running for AMA District X vice-president. Dave Sullivan and Keith Fick asked Mike H. If they could come to 10/9 general meeting and speak briefly on Greg's behalf, which Mike O.K.ed.

Dues for 2019: John S. AMOS needs to build reserves for contingencies and might have to start a new field. We should not wait until the last minute and raise dues by a large amount. Best to set small incremental raises. Motion by John S., second by Randy S. that the Board propose to the general membership that Dues for 2019 be increased by \$10. Motion passed.

Dues for Board Members: Jody K asked the board to think about whether Board members (other than the President) should continue to get free dues. Discussion followed. Several

Board members as well as guests present said the present system compensates Board members for the commitment of showing up to as many meetings as possible and are an incentive to be on the Board. The consensus was not to change the present system.

Safety at Events, Spectators in Pits: Discussion. Constitution requires Safety Officer to be present at all events. At discretion of Contest Director, spectators can be kept out of the pits. Contest Director may also allow spotters and other helpers in the pits for safety reasons.

Board Reports:

President Mike Haston : Awesome job mowing and preparing field for jet event. Thanks to all who helped.

Safety/Training Les Klear : Twenty-five training flights in September.

Membership Mike Rutledge : 217 members.

Past President John Sorenson: Trainers' shirts are wearing out. Motion by John, second by Tom A. to purchase new shirts for trainers. Motion passed. Also, final training day will be moved to first Wednesday in November so as not to conflict with Halloween.

AMOS General Meeting 10/9 /18 @ 7:00PM – recap

Unfinished Business:

Jet Event: Randy Sizemore reported that there were 17 pilots including several from Arizona. Zap handed out glue products.

Huck Fest: Geordan White reported that there were 10 pilots, everyone had a good time, and the event made good money on food. Basil Yousif added that the wind didn't have any effect.

New Business

Pitch for Greg Stone for District X VP: Dave Sullivan and J.R. Schiager made a pitch in support of Greg Stone who is currently on the AMA ballot for District X vice-president. For more information about Greg they invited members to go to his Facebook page, Greg Stone for District X VP: <https://www.facebook.com/groups/209562199760109/>

Raising Due for 2019: Mike Haston reported that the Board had voted to propose a \$10 per year increase in dues for full members which will be voted on at the November general meeting. Randy Sizemore made a Motion, seconded by John Sorenson, to raise the dues for junior and family members by \$5 per year, which will also be voted on at the November general meeting. Discussion followed. John S: taxes, rent and expenses keep going up. Revenues must increase to keep up. Better to have small incremental increases than to wait until the situation is desperate and have a big increase. Keith Roberts: Budget committee is forecasting a break even for 2019 after paying off loans. After that, we should be able to

start building surplus. Mike H: Looking to the future we could lose our field, but we will need funding either for a new field or for improvements to our present field. Jim Irey: The proposed increase will amount to about \$1,700 more revenue annually.

Lease Status: John Sorenson: *Our present lease was for five years with a five year renewal. We are now in the renewal, which will expire in August 2020. We had a deal for an additional five year extension, subject only to approval by the MRF board, but the board turned it down. MRF might have to put up a facility for recycling plastic and cardboard. They will work on plans over the winter. We will know more in March or April. They have 80 acres east of the present plant that they could use, or they could put the facility close to Fiddymont without impacting us. However, if they choose to put the facility on or south of our field, we could be kicked out. He remains optimistic and thinks there is a good chance of getting another five year extension.*

Elections: *Voting for 2019 officers will be held at the November general meeting. Members may vote for a write-in for any office. Any member who wishes to vote without attending the meeting must use the AMOS proxy form and designate a member to cast his vote at the meeting. Proxies must be delivered to club Secretary prior to the vote or they will not count. The secretary will email a ballot to every member, and the ballot will include the proxy form. A member who wants to vote by proxy can print out the ballot and proxy and follow instructions which the Secretary will provide. The ballot will also include voting for Aeromodeler of the year. A member can write in the name of any member, but the following nominees will appear on the ballot: Basil Yousif, Randy Allen, and Tom Aschwanden.*

Board Reports:

President Mike Haston: *We had really good events this year.*

Secretary Jody Kahan: *Any member who wants to be added to the ballot for 2019 officers should contact me soon.*

Treasurer Keith Roberts: *\$3,237.11 cash on hand, plus \$2,384 which has not yet been deposited*

Membership Mike Rutledge: *217 members.*

Safety/Training Officer Les Klear: *26 training flights last month. Winding down at the end of this month.*

AMOS 2018 Christmas Dinner - To be held at
El Torrito Mexican Restaurant at 5637 Sunrise Blvd, Citrus Heights.
Date: December 19, 7:00 PM,
We have a private room that will hold 40-50 people.
There will be separate checks.

AMOS Event News:

AMOPROBRO October 20: Randy Allen

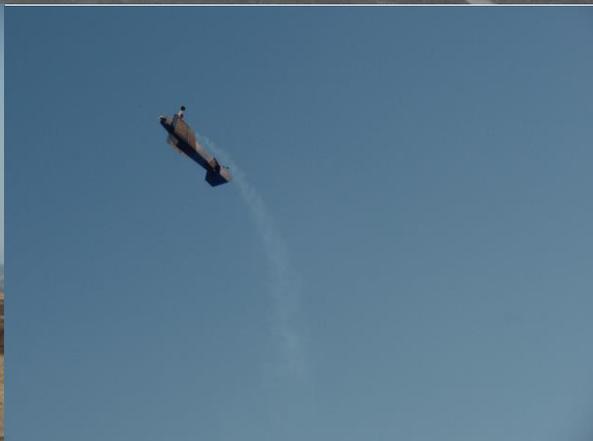


This event had everything going for it - great weather and quite a few Pilots showing up to fly profile planes. Since the field wasn't closed for the event AMOS club members also showed up to fly there regular planes.

Randy's event had many more participants than previous years. This years AMBRO event was able to make a little money for the club \$57 on food sales instead of loosing money.



Randy Allen



R/C Airplane Engine Mounting Made Easy

I always dreaded mounting a fuel powered engine on a airplane when I got to that step in the assembly of my planes.

The problem is that the ARF manufacturers Firewall mounting marks are a good reference to start with but with so many different engine types and sizes you can easily do a bad engine mounting job if you just use the provided markings alone.

Getting that wrap around muffler to fit or the head to be perfectly aligned inside the cowl openings can go very wrong if the engine isn't mounted correctly. This can cause a badly fitted cowl and reduce the streamline airflow over the front of the plane when you have to angle the cowl to fit it in. Or you might ruin it and have get a new cowl and start over. Not to mention hacking up the Firewall with more holes from incorrect mounting.

For this Top Flight Giant P-51 ARF I came up with a engine mounting system that worked really good for me. This Model was originally designed to use a US .41cc engine and the mounting holes are setup for the .41 which throws you off a bit.

First use any cross markings or measurements for cross markings on the Firewall that the manufacturer has given or made on the plane. Usually they will consist of a center point and some cross lines. For almost any engine you want to mark lines at a 45 degree angle from the center to get your mounting holes. You can start from a regular cross pattern and draw extra lines to make positioning the engine easier.



Use the markings as a reference get your engine into position. The center of your engine should align with the center mark. If your engine mount mounting holes are perfectly square to the center this is very easy. In my case the mounting legs on the DLE 61cc engine are in a non uniform pattern , like most gasser engines. do a visual estimation. and mark ---

- "One Mounting Hole"!!



This is what my one hole looked like after full adjustment!!

Drill through the firewall for that spot. Do not drill anymore mounting holes.

Mount your engine with only one bolt. Tighten enough to hold the engine in Place. The engine shouldn't shift or move to get a good spot for marking!!



Align the engine to where you think it should mount while tightening the one bolt.



Now Fit the cowl on the plane. The Fuselage to Cowl markings should align. As you can see the engine is not centered. Keep in mind that there might be a engine offset built into the firewall that might change things. Also if you have to fit a tight muffler and don't want to cut the cowl too much on the side you can adjust the engine location. Don't stray too far from the manufacturers center point. I ended up a slight bit over the center point to fit the engine and clear a wrap around Pitts muffler that will sit inside the cowl.

With a Dremel tool -w-small long grinding bit I changed the one hole location until the engine aligned properly with the cowl. Each time I took the Cowl and engine off the plane and reinstalled. Blue tape works good to hold the cowl in position.



Final Fit - Centered!

Measuring helps - Take into account any engine offsets!

Now mark the other 3 holes and drill them. For Gasoline engines make a mark around the standoff mounts then remove the engine. Mark the center of the circle and drill. Add any spacers you need to extend the engine out to the measurement the Manufacturer gives - from firewall to prop washer. I made the Spacers before mounting the engine.

For Nitro engine mounts use a long drill bit and drill straight through the mount hole and through the firewall while the engine is fixed on with the single bolt or screw. Usually the path is clear if the long drill bit goes past the engine. HF sells 2 foot drill bits.

You will still be able to fine tune the cowl location again when you mount it permanently with screws using the propeller and nose cone temporarily installed. You will have a great head start and you won't find you have to move the cowl so far out of position that the plane looks ugly and isn't as streamline. Been there- done that!



Engine fully mounted with Spacers

Cowl cut for cylinder head and muffler

Filling in the larger initial hole - A large fender washer behind the firewall to hold the bolt in place should be good enough but for a stronger mount you can fix the larger hole you made when adjusting the engine.

Push a straw or plastic or metal tube that's the same size as the bolt hole into the spot your going to use in the firewall hole that's oversized. Sandwich a wood Support with wax paper on the firewall side to seal the hole and hold the straw.

Get the plane standing up vertical on the firewall and from the inside of the fuselage fill around the straw with some filler like Epoxy with cut up fiberglass cloth. Pour the mix into the areas around the straw up to the firewall thickness. After the epoxy dries cut the straw or tube and clear out the hole with a drill as needed.

With my Hardwood spacers glued into the firewall I didn't need to fill in the larger hole.

Techniques can change with different engines and mounts but the idea is still the same. Some planes are very simple in that case your first hole won't need to be altered.

Remember to coat Bolts with Vaseline when using the bolts to hold the engine and mounts in place while gluing in firewall blocks or spacers. They won't come out otherwise.

Jokes:

Call the FBI!

The phone rings at FBI headquarters. "Hello? I'm calling to report my neighbor, Clifford. He is hiding marijuana inside his firewood!" "Thank you very much for the call, sir."

The next day, FBI agents descend on the neighbor's house. They search the shed where the firewood is kept. Using axes, they bust open every piece of wood, but find no marijuana. They swear at the neighbors and leave.

The phone rings at the neighbors house. Hey, Clifford, did the FBI come?" "Yep." "Did they chop your firewood?" "Yep." "Great, now it's your turn to call. I need my garden plowed."

Report Card:

Little Johnny's father asked for report card. Johnny replied, "I don't have it." "Why not?" His father asked. "My friend just borrowed it. He wants to scare his parents."

Slow Painful Death:

A wife got so mad at her husband she packed his bags and told him to get out. As he walked to the door she yelled, "I hope you die a long, slow, painful death." He turned around and said, "So, you want me to stay?"

Have I gone Deaf!!

A policeman on a motorcycle pulls over a car. 'What's up?' says the driver. 'Your wife fell out the passenger door three miles back,' says the policeman. 'Thank goodness for that,' says the driver. 'I thought I'd gone deaf.'