AMOS October 2022 Newsletter

AMOS Executive Board Membership Meeting
Tuesday 10/ 4 /2022, 7pm
Location: Zoom Call

Motions:

Jody proposed that the revenue from the jet event that was paid in cash, not PayPal, should be sent by check to the Wounded Warriors organization for the amount of $2,268.00.

The motion was voted on and approved.

New Business;

Jody stated that Dave spent some $37,000.00 on the jet event. Jody proposed that the $10,617.55 that was collected by AMOS for the registration fees be paid to Dave as a partial reimbursement. John suggested that a motion to do so be proposed at the next General Membership meeting.

Jody stated that we need to form a committee to craft a budget for next year.

The budget should be submitted at the General Membership meeting this coming November.

Dave will be proposing some upgrades to our AMOS field at the next General meeting including the following:

Installation of a solar power system to provide power at our pit sites canopy poles.

Removal/replacement of petromat and AB to accommodate cabling, etc for power installation.

Larger capacity generator to handle increased amperage demands.

New shade structures at the drone area.

Dave is requesting some volunteers to take the helm at some of the events for 2023 and would like to see night flying offered at our future events.

Andrew will be proposing a motion at the next General Membership meeting to pay an amount of $990.00 to our website manager for recent upgrades, etc. to the AMOS website, he also noted that out of our 250 members there are two or three that are delinquent in their payment of the field improvement fee of $150.00. This fee is a one-time charge to all new members payable within the first three months of new membership.

AMOS General Membership Meeting
Tuesday 10/ 15 /2022, 7pm
Location: AMOS Field 10am

New Business;

Initial discussion of the Solar System which will add power to each of the West Poles in the Pits. $2,500 anonymous donation, Dave to match this $2,500, Scott Jackson is donating a free Control Panel and one of 2 big batteries. We are currently building plans, drawings, layout, and final project list. The initial total cost estimate is $10,000. Good discussion about permitting and logistics. Will present more details at our next meeting.

Based on Solar System installation- which will require the removal of some Petromat for trenching- an initial discussion of Pits Petromat replacement, additional AB, and grading took place. Need logistics and pricing for the project which will be presented at the next meeting. Will also need to see how these fit into next year's budget.

Based on Jody's comments, Dave stated that we need to form a committee to craft a budget for next year. Members are encouraged to join this committee. The new budget will be submitted at the General Membership meeting in November.

Discussion about our events for 2023: Steve Stanley will take the 3D event, Keith Fick will take the Electric Event, Dave will take the Jet and Heli Events, Fred Light the Pattern Event, Randy Allen the Profile Event, and Charlie Lukes the Freeze Fly. Dave is requesting volunteers take the helm of the Float Fly, Presidents Fun Fly, and Warbird Events in 2023. Dave will help organize but an event Manager needs to be in charge.

Per Andrew's comments, we reported that we have had 83 new members since Oct of 2021. Most of these members have paid the $150 Field Improvement Fee, which will help with 2023 projects.

Les Klear has volunteered to put all accumulated/ donated planes and gear out for sale at each of our SWAP meets. Les and Board members will collect funds from these sales and forward them to Jody.

Per Jody's comments at the Executive Meeting, it was proposed that the donation revenue from the jet event that was paid in cash ($2,268) and PayPal ($3,975.62) should be sent by check to the Wounded Warriors organization for the total amount of $6,243.62. The motion was passed by the Board. No need for a General Vote and approval as this had been previously approved.

Discussion of Rocketry Group's interest in using our field. Dave to get MRF's OK before we go any further as there is no mention of Rocketry in our Lease Contract with MRF.

<u>Motions</u>:

Proposal was made, seconded, and approved to reimburse Dave Long $990.00 which was used to pay our webmaster to customize code for our website to accommodate our Family and Individual plans. Dave has paid this amount and would like reimbursement.

Proposal made, seconded, and approved to reimburse Dave the registration fees and food for the Jet Rally. $10,617.55 was collected by AMOS through PP and cash.

<u>Updates</u>:

Sept 11th Drone Race on Main Runway was a success. 15 pilots and 30 spectators. The next race is Sunday 10/16/2022 at the Drone Track.

The four shade structures used for Spectator Shade at the Jet Rally have been installed at the Drone Race Track for additional shade. The drone guys will be flying monthly and need a better spot (off the main runway). Additional Petromat will be added when we Re-Petromat the pits.

Discussion regarding the multiple uses of the Drone/Heli area and how to handle the gates used by the Drone Racers. Geordan and Tommy are working on a procedure to keep gates down until Drone practice or racing occurs.

The Jet Rally generated over $27,000 for WWP and was also a huge success. Over 500 spectators.

We moved all items used for our events out of the Pits in preparation for winter except shade sails- which will come down as windy weather approaches.

Swap Meets will resume to our normal General Meeting dates after the 10/15 General Meeting

Christmas Dinner; Discussed the option of McClellan Museum for our Christmas Dinner. Linda Winthers and Dave Long are pursuing this.

Discussed the need for general members to get on the ballot for Board Members

AMOSRC Membership Report November 1, 2022

Current Membership for September 5, 2022 (including Honorary Members) - 256

Respectfully submitted by: Andrew C. Wilkins Membership Chairman

AMOS RC CLUB
TREASURER'S REPORT
September 30, 2022

	Current Month	Same Month Last Year	Year To Date	Last Year To Date	Budget (Full Year)
INCOME					
Donations, Cash	6,244	1,650	9,887	1,937	385
Sale of Donated Goods	228		1,117		
Event Revenue	6,117	2,633	21,906	8,852	3,500
Field Improvement Fees	825	300	6,676	4,050	5,000
Interest Earned	1	1	3	2	3
Late Fees		10	160	170	170
Membership Dues	356	410	13,601	12,626	23,000
Other			26	93	94
Total Income	13,771	5,004	53,376	27,730	32,152
EXPENSE					
AMA Charter (Including Insurance Certificate		-	120	120	120
Charitable Contributions		100	3,545	200	200
County Taxes			282	256	256
Equipment Purchase			-	286	300
Event Costs	426	515	3,314	2,922	3,500
Field Improvements			2,500	2,413	5,000
Field Lease	1,396	673	5,982	5,660	7,880
Field Maintenance			40	239	3,000
Filing Fees			231		50
Miscellaneous			21	171	1,000
Other		2	5	66	100
PayPal Fees	18	69	788	88	1,000
Porta-Potty	380	142	1,710	1,298	1,704
Postage	9	165	36	110	200
Recognition Awards			-		400
Supplies			-	-	430
Training Costs			-	-	200
Website Maintenance			965	495	660
Total Expense	2,229	1,665	19,539	14,324	26,000
CASH RECONCILIATION					
Beginning Cash Checking	15,742	2,972	7,104	23,312	7,104
Beginning Cash PayPal	4,159	406	923		923
Beginning Cash Undeposited	718		457		457
Beginning CashSavings	5,005	40,001	42,003	10,000	42,003
Beginning Cash Invested US Treasury	47,157				
Total Beginning Cash and Equivalent	72,781	43,379	50,486	33,312	50,487
Cash received	13,771	5,004	53,376	27,730	32,152
Cash Disbursed	(2,229)	(1,665)	(19,539)	(14,324)	(26,000)
Net Cash In (Out)	11,542	3,338	33,837	13,405	6,152
Ending Cash Checking	26,070	6,517	26,070	6,517	
Ending Cash Paypal	6,091		6,091		
Ending Cash Undeposited		199	-	199	
Ending Cash Savings	5,005	40,001	5,005	40,001	
Ending Cash Invested US Treasury	47,157		47,157		
Total Ending Cash and Equivalent	84,324	46,717	84,324	46,717	56,639
Operating Cash	46,523	33,917	46,523	33,917	18,839
Reserves Set Aside	37,800	12,800	37,800	12,800	37,800
Total Cash and Equivalent	84,323	46,717	84,323	46,717	56,639
Owed to Wounded Warriors Project	**6,244**				

AMOS Profile Event - Randy Allen Host

As reported by attendees - this turned out to be a great event with RC Profile Plane and 3D Scale flying. There was also a great BBQ cooked By Chance Harris. Look at those great Burgers and dogs!!

The event had quite a few Pilots and ended up making over $300. Only donations were accepted for the BBQ instead of direct pay for each lunch. That seemed to make a lot more money. Dave Long helped organize the event with Randy.

<u>AMOS field off-Grid Solar Setup</u> –

This would be a great luxury for the club to invest into.
It would be very efficient as the sun is usually out when people are flying and charging there flight batteries. In a Flying Event the Solar setups can supply power for the PA system and BBQ area food service equipment. There can also be panels on the containers for generating power for the alarms, cameras and lights with a battery backup system to keep everything on at night.

The Solar panels generate DC voltage. Then a connected Inverter converts that DC to 110 volts AC. The DC can be tapped before it reaches the Inverter and used to power RC battery chargers directly. The DC power from each Panel is around 12-14 Volts DC.

There are Single Large Inverters that connect to all the Solar panels or the En phase brand that connect to each panel for many small inverters. If DC is needed the single larger inverter is usually used like a Tesla Power wall that taps the DC for Car Charging before converting it to AC for Home power.

One 450 watt Solar panel can put out 18 amps of power. 2 to 4 Panels can easily power a PA system and a few Swamp Coolers along with a battery charging station.

If I was designing the Solar Panel setup for a Model Airplane field I would split up the Solar panels into separate groups and eliminate trenching from one set location where all the Panels are mounted.

Set one – 2-4 panels on top of the Containers with an Inverter that can also give out DC as well as AC. This system will have the Battery Backup to store power for Night time.

Set Two – 2-4 Panels on top of the BBQ area gazebo, also with one inverter. Nice to have DC here too but 110v AC will mostly be needed for Freezers, Fridges and Cookers.

Set 2 and 3 – 1 or 2 Panels on opposing sides of the Shade structures For Charging stations.

I would Mount the Solar panels on each Shade structure Post Closest to the parking lot, using a Post mount - similar to what they use on Solar powered light posts. Elevated Conduit tubes can carry the power connecting lines from the Panels to the Inverter in each set and down to 100 volt AC and DC receptacles mounted on the post.

These Solar panels can generate quite a bit of current as there made for homes. There will more than enough for any needs at the field for regular flying (Charging) or Events.
There won't be any need for even a backup generator - only if a section of the system fails.

Jokes;

Popular Aviation Humor from Jody;

If God meant man to fly, He'd have given him more money.

If you push the stick forward, the houses get bigger, if you pull the stick back they get smaller.
(Unless you keep pulling the stick back -then they get bigger again)

Flying is not dangerous; crashing is dangerous.

The propeller is just a big fan in the front of the plane to keep the pilot cool. Want proof? Make it stop; then watch the pilot break out into a sweat.

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

Every one already knows the definition of a 'good' landing is one from which you can walk away. But very few know the definition of a 'great landing.' It's one after which you can use the airplane another time.

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

A helicopter is a collection of rotating parts going round and round and reciprocating parts going up and down - all of them trying to become random in motion. Helicopters can't really fly - they're just so ugly that the earth immediately repels them.

There are three simple rules for making a smooth landing: Unfortunately, no one knows what they are.

The only thing worse than a captain who never flew as copilot is a copilot who once was a captain.

It's easy to make a small fortune in aviation. You start with a large fortune.