AMOS RC NEWS

Spring is definitely here, the weather is warming up and it's the best time of the year to get out and fly! Things are looking different at the field already this year with the wood shed being removed and some additional containers being brought in. They will soon be primed and painted and looking good!

Tomorrow Saturday April 12th we have the Everything Electric event. Bring your favorite electric plane and join the fun! The sound system will be setup, there will be plenty of food for purchase and lots of fun to be had! As the title states, anything electric is welcome to come fly! I've added the flyer at the end of the newsletter for more information.

I've updated the events list with the current dates for all planned events. If your favorite event isn't on the list it's most likely because we didn't have enough volunteers to help run the event. If you see something missing that you would like to help to bring back please contact Dave Long! It's not too late for you to help make it happen!

This months Member Spotlight is AMOS/Mavriks member Landon Rae. Landon has a great story about his favorite plane and how he came into possession of it. It highlights one of the best parts of this hobby, the extremely generous and helpful people you meet. You never know how your donation or help to someone getting started can possibly change their life forever. Whether it starts a lifelong hobby like it does for a lot of us, creates a stepping stone to a career they might not have otherwise pursued or it just starts a lifelong friendship. This hobby is so much more than just flying model airplanes!

Like always, if you have any comments, ideas, suggestions, or you yourself would like to be featured in a future newsletter, please email me @ ngraham_03@icloud.com.

Member Spotlight Landon Rae

Where are you originally from?

I'm originally from Texas but moved to California when I was three, so I've spent most of my life here

How long have you been flying RC?

I've been flying RC for about 16 months, and I've been a member of AMOS for the last six.

What do you, or did you do for a living?

Right now, I'm still in school, attending Olympus Junior High.

How did you get started in RC?

Like many of us, I found RC through a friend. He had a little toy-grade plane, nothing fancy, but something about watching it fly lit a spark. That Christmas, I begged for a HobbyZone Carbon Cub so I could fly with him. That first flight was all it took, I was hooked.

What other clubs around the country have you flown at?

Even though I've only been a part of the club for a short time, AMOS has quickly become one of my favorite places to be. I've never flown at another club, but I honestly don't feel like I'm missing out.

What else have you done in RC other than airplanes?

Outside of airplanes, I've played around with RC cars and helicopters, but nothing compares to the experience of flying planes.

What haven't you done in RC that you would like to try?

One of my biggest dreams is to fly a 100-inch or larger 3D gasser—or even try a turbine jet.

What plane would you have if money was no object?

If I had all the money in the world and space, I'd love to own the 104-inch Extra NG from Extreme Flight. I love its sleek, modern design and smooth 3D performance I'm looking for.

What is your favorite plane that you either currently own or have owned?

As for the planes I currently fly, my favorite is one with a bit of a story behind it. It's a 64-inch MXS from Extreme Flight, gifted to me by Randy Allen. Not only is it a blast to fly and matches my flying style perfectly, but it also means a lot to me because of how it came into my hands. It's one of those planes that I don't go to the field without. Huge thanks to Randy for that gift.

What do you like best about flying at AMOS?

The field is fantastic, plenty of space and a great setup, but what really brings me back is the community. There's always someone to help you after a crash, to cheer you on, or even to let you try a plane you've dreamed about flying. It's a place where you feel safe to grow and where people truly support one another.

What other hobbies or talents do you have? (Non-RC)

Outside of RC, I've been playing lacrosse competitively for about seven years. Lately, I haven't been able to play as much due to some hip problems, but it's still a big part of who I am.

What keeps bringing you back to RC day after day?

When I can't be on the field, RC has been an amazing outlet. It keeps me learning, connects me with new people, and gives me something fun and challenging to focus on. Every day I fly, I walk away having learned something new and that's a big reason why I keep coming back.

AMOS and WDA Event Dates 2025

~~MAVRIX Mayhem Freeze Fly~~	~~Jan 1st~~	~~@AMOS~~
~~Member Appreciation Fun Fly~~	~~Mar Date TBD~~	~~@AMOS~~
~~WDA Swap Meet~~	~~Mar 15th~~	~~@WDA~~
~~WDA NorCal Afterburner~~	~~Apr 4th - 5th~~	~~@WDA~~
Everything Electric	Apr 12th - 13th	@AMOS
Mavrix Cinco De Mayo	May 4th	@AMOS
WDA Burgdorf Pylon Race	May 17th - 18th	@WDA
WDA Wings of Victory	Jun 14th - 15th	@WDA
Mavrix Take Off Event	Aug 9th	@AMOS
Central Valley Heli-Fest*	Sept 12th - 14th	@AMOS
3D Throwdown	Sept 19th - 21st	@AMOS
Thunder in the Valley Jet Rally*	Sept 25th - 28th	@AMOS
WDA Pattern Contest	Sept 6th - 7th	@WDA
WDA Open House	Sept 27th	@WDA
WDA NASA Scale Contest	Oct 10th - 12th	@WDA
WDA Toys For Tots	Nov 8th	@WDA
AMOS Christmas Party	Dec Date TBD	@Aero Museum
WDA Chilly & Chill	Jan 1st	@WDA

*major event

How can YOU help the club?

Join The Volunteer List
Participate in preparing and helping with our events, email Dave Long @ davelong9050@comcast.net if interested.

Be A Leader
Volunteer to “Manage” an event. We have a simplified system of successfully managing an event. Just follow the check list, training, guidance and help will be provided!

Become A Trainer
Our partnership with the Aerospace Museum Of CA, and the formation of the MAVRIX, has resulted in more kids than ever joining the club and wanting to learn to fly RC! We need the staff to “Buddy Box” with them and start them on a lifetime adventure of this great hobby. Being a trainer is a very rewarding! The club provides the planes for training and we will help train you to become a trainer, sign up today!

Donate!
We are slowly building our war chest for the day when we move. Although this is going to be for many years in the future, it’s now time to plan.

EVERYTHING ELECTRIC FUN FLY 2025 APRIL 12

An Event for RC Pilots

Saturday

Shockingly Good Reasons to Attend:

This event doubles in size every year. come hang out with your friends and fellow pilots.

Electric outlets every 20' in the pits.
No need for generators in the pits for charging

We have a 700' long runway with 100' groomed runouts.

You'll enjoy our killer sound system and nice background tunes.

RVs welcome with easy access with lots of space (no hookups).
Early arrivals welcome Friday, April 11th.

MAVRIX AMOS YOUTH DIVISION
ASSOCIATED MODELERS OF SACRAMENTO, INC.

ASSOCIATED MODELERS
AMOS
OF SACRAMENTO, INC.

Pilots Register:
$30 Registration Fee
$10 for MAVRIX youth
Includes Breakfast, Lunch, an afternoon *Pizza Snack, & a T-shirt!*

VISA mastercard AMERICAN EXPRESS
We accept all Major Credit Cards

CHECK US OUT ON SOCIAL MEDIA!
AMOSRC
amos_soars
YouTube AMOSRCLUB

We offer Breakfast, Lunch & Dinner on Saturday.
The entire pit area is lit up at night with market lights so it's a great place to chill and watch the night fliers.
BRING A NIGHT FLIER AND LET'S LIGHT IT UP!

RV Overnight Parking~ FREE
Spectators ~ FREE
Parking ~ FREE

Saturday,
APRIL 12

AMOS RC Flying Field is located at 4015 E Catlett Rd Lincoln, CA
At the corner of E. Catlett Rd & Fiddyment Road, two miles West of Thunder Valley Casino

AMOSRC.com

Associated Modelers
of Sacramento
Radio Control Flight Club

Register Online at
www.AMOSRC.com

Contact
Keith Fick
916-439-0707
with questions.

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AMOS Flying Site Rules

Preparation and Flying:

1) Prior to flying, a pilot must attach their AMOS membership card to their person in a visible place. For Mavrix flyers, we will give the flyer a lanyard to use for this badge that must be worn in order to fly at our facility. If the flyer is not wearing their badge, they may be paused for flying until their badge is worn.
2) Announce your intentions LOUD AND CLEAR, when taking off, landing left or right, on the runway, dead-stick, etc. Prior to takeoff, a pilot shall stop his/her airplane at the entrance of the runway and announce the intention to enter the runway loudly.
3) All pilots MUST make their intentions know to the other pilots if they need to cross the runway to retrieve a "downed plan." They will call out to advise that they are going out on the runway to retrieve their downed plane and wait for plane traffic to cease prior to running out on the runway.
4) All pilots must stage, start and launch from the same location. Pilots must stand in the same "Pilots Cluster" when flying so they can communicate with each other. We have 4 "Pilot Clusters" along the Safety Fence. Each cluster has the numbers 1-4 and provides enough space for 4 pilots to stand and fly. The Pilot Clusters are named: North, Main, South and Jet (which is way South).We have installed a flag pole receiver (in the ground) at each cluster and provided a 6 foot pole with an American Flag. Depending on the number of pilots and the size of planes being flown we use the flag to delineate which cluster we should fly from. If the wind is coming from the South use the North Cluster and vice versa. If there is no wind use the Main Cluster. The jet guys will use the Jet Cluster for a north wind and North Cluster for a South wind as they need the whole runway. **TALK TO EACH OTHER WHILE FLYING IF YOU ARE OUT OF THE PATTERN.**
5) If more than one pilot is flying all pilots must fly in the same general pattern. This is typically an oval based pattern based on the direction of the wind at take-off. Exception is 3D , which is flown in the center of the flight pattern.
6) Dead-stick approaches have absolute priority over all other aircraft operations, call out if your plane does have a dead – stick on approach to let other pilots know what has happened.
7) Landing aircraft take precedence over aircraft taking off, you must wait until take off if a plane is landing.
8) Take offs and landing direction will be established by the active flyers with the prevailing wind direction as the determining factor.
9) The primary flight area is East of the centerline (away from the pits).
10) High speed passes must be over the far edge of the runway- away from the pits- even for "foamies."
11) Taxiing an aircraft to and from the runway (on the taxiway) is the only time any plane should be closer than the runway centerline.
12) The runway is for take-off and landings, not for hovering or doing passes. EXCEPTIONS: Doing a "Touch and Go" when safe and clearly announced ahead of the touch and go.
13) No flying is allowed behind the safety fence, pilot stations, over the pits and spectator areas and not over the parking area.
14) All pilots must have physical control of their airplane in the pit area.
15) No gas or glow engine break-in is allowed in the pit area.
16) No starting of combustion engines under the shade structures.
17) No takeoffs from the pit area are allowed.

General Rules:

1) A designated parent must be present and is responsible to supervise a child or children while at the AMOS Field. Parents CAN NOT drop kids off without adult supervision. The designated adult is responsible to manage the child's safety and insure all rules are followed while at the field even if this adult is the delegate of another parent. Children are under the age of 18.

2) AMOS members will be responsible for opening the site and ensuring that the site is secure upon leaving.
3) Non-members are not allowed to use the site without invitation and presence of an AMOS member.
4) All pilots are responsible for knowing and following FAA rules.
5) Helicopters shall be flown only in the helicopter area provided, however, with other pilots approval, a helicopter may be flown with fixed wing aircraft if the helicopter flies in the same manner as the fixed wing aircraft. A helicopter may take off from the runway vertically but must immediately transition to forward flight and enter the pattern.
6) People who are not piloting an aircraft should refrain from disturbing or distracting those who are. Leave the pilot alone to let them concentrate on their flying without distractions.
7) All pets shall be kept on a leash at all times and kept away from the pit area.
8) Smoking is not allowed in the pit area or under the shade structures.
9) Alcohol is not allowed while operating models or in the pit area or at flight stations.
10) The field may be closed for flight operations by the Field Marshall or their designee, during routine and/or special maintenance. No operations are permitted during this time. Engine run-up and other no-flight activities are permitted.
11) Please do not run in or through the pits at all due to safety reasons
12) Please no RC cars or trucks in the pits at all due to safety reasons
13) Normal flight operations may be suspended during special events at the discretion of the Contest Director (CD).
14) All air operations shall conform the AMA Safety Code. All FPV operations shall also conform to AMA Document 550.
15) Mufflers equal to or supplied by the manufacturer are required on gas and glow engines.
16) A Contest Director (CD) may suspend or modify these requirements at his/her discretion with the exception of documented safety issues.

Flying Etiquette:

We all share the field, runway and air. Most pilots prefer to fly with fewer planes in the air. All pilots appreciate talking to each other if you plan on doing something out of the norm for the AMOS facility. If there are only a few pilots at the field you will have more latitude, so use your best judgement. You must look at what the other pilots are doing, and pay attention to the situation, talk to the other pilots and introduce yourself, talk to them about what you will be doing etc.

Please be considerate for the older AMOS pilots as they are to follow these guidelines too

These are the recommended guidelines:

- Fly only 2 batteries back to back then pause, look around to determine if you should wait and let others fly.
- If you are going to go up and fly as a GROUP, please walk down the fight line and let the other pilots know. They will stay out of your way and appreciate the notice.
- Please give Turbine Jets priority. Hold up flying until they land. There max flight time is 7 minutes. They have been asked to be considerate as well and will wait until there is a “pause” in flying. Most Turbine Jets cost $6,000 or more. You don’t want to be the guy involved in a Turbine Jet “mid-air.
- When appropriate “Like Models” flying together (like all 3D or all Turbine Jets) makes sense because the flight pattern will be similar. Consider this particularly when the field is busy.