AMOS RC NEWS

A lot has happened since the last newsletter so there's a lot to cover! These past couple days Summer has let us know that it has fully arrived with near 100 degree weather with more on the way. I don't know about you but it's officially the "off season" for me except for some early morning flying!

Last month the club had a booth at the Beale Air Show. We had a great spot in one of the giant shaded hangar bays. We had quite a few planes on display, spoke to a lot of people and handed out a ton of flyers. Several of us got some behind the scenes access of the air show itself, getting to meet several pilots and members of the military that other visitors of the air show didn't get. That was quite the once in a lifetime experience! Next time we're promoting the club at one of these events volunteer. Come out and talk to people about your favorite hobby, promote our club! You never know what else or who else you might run into.

The other big event unfortunately is the shortened timeline of the club having to move. While we're doing what we can to stay where we are as long as we can, it is inevitable that we will have to move at some point. I want to encourage you to get involved in the meetings. While this isn't the best news, there is a possibility that we could end up with something better than we have now. If you know somebody that can help, talk to them. If you have ideas, bring them to the meetings, email or call, we would love to hear them. We have well over 200 club members. You guys know people that can help, get involved it's your club!

Finally the Member Spotlight this time is Igor Yanovskiy, our official YouTube content creator. If you haven't seen the videos he does for the club you need to go check them out. Professional quality videos that just look amazing!! Igor chose to write a little about himself rather than my typical question and answer format and it's great! The link to the clubs YouTube page is below.

https://youtube.com/@amosrclub?si=nI5kT8C-XH4z6d9U

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 Igor Yanovskiy

I'm originally from Kiev, Ukraine, where I grew up right next to the Antonov aircraft factory. As a kid, I would often watch the massive airplanes taking off and being tested right from the factory's runway. That daily exposure sparked a deep fascination with aviation early in my life. When I was 12, I joined a youth club run by Antonov engineers, where they volunteered their time after work to teach us how to build model airplanes, read blueprints, and understand the basics of electronics. That hands-on experience laid the foundation for a lifelong love of aircraft.

In 1998, my wife and I moved to the United States. A few years later, in the early 2000s, I began flying RC airplanes here. My first club was SAM, and I later flew with Red Baron and the El Dorado Hills clubs. I was especially drawn to ducted fan jets as they emerged, and over time, I became known among friends as "the jet guy"—it's rare to see me flying a prop plane!

The dream of flying turbine jets grew stronger after visiting a few jet events. I decided to pursue it seriously and started by switching to a Jeti radio system. I wanted to become fully comfortable with its programming and switch layout before moving into turbines, so I transferred all my airplanes over to it. Since I had my eye on the turbine HSD F-16, I first got the electric version to practice. Tim Wright was my instructor—first on the electric F-16, then the turbine HSD F-16, and later the 1/6 scale BVM F-16. Tim's help and mentorship made a big difference, and I'm truly thankful for that.

I joined AMOS about 3 years ago, right around the time I decided to take on turbine jets. After becoming a member, I noticed the club didn't have a strong YouTube presence. Since I have some background in video editing, I began filming and producing videos for the

Member Spotlight Igor Yanovskiy Continued..

club, adding graphics and even testing live streaming at events like our jet fun fly and New Year celebration.

One of the most rewarding parts of joining AMOS has been the friendships. I met a lot of great people who helped me get started with turbine flying—sharing setup advice, troubleshooting tips, and just flying together at the field. It was thanks to conversations with the guys at SAM that my friend Mike also got interested in turbines; sharing that path with him has been another fun part of the journey.

For me, RC flying is more than just a hobby—it's a community. It's about stepping away from the daily routine, spending time outdoors, and connecting with others who share the same passion. The airplanes are incredible, but the friendships and camaraderie make it something really special.

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~~	~~CANCELLED~~	~~@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*~~	~~CANCELLED~~	~~@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.

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.