



**President's Plugs**  
 by  
 Wally Crichton

Happy New Year!!! It's 2003 and we've got a whole new year ahead of us for a lot of flying. I hope one of your resolutions is to get out more often... that's certainly one of mine.

As most of you have heard by now, we had a little incident with the farmer regarding watering. The details are in Rick's Minutes below, so I won't go into that. But, I've heard some of the guys saying that the farmer is doing things to spite us. Their examples are, leaving the sprinkler as he does rather than out in the field, parking tractors next to

the runway and other things I can't recall right now. While those things are certainly annoying, I don't think his intentions are malicious. Because of the way he plows his field (north to south) the best direction to park the sprinkler is parallel to the rows. And, pointing it south away from the main road helps keep vandalism down. As to parking tractors next to the runway, I think that's a problem with his workers. They're mostly migrants and when it's time to go home they park the tractors where ever it's convenient without regard to how it might affect us. In their mind, we have full control over our airplanes and have that great big runway, so what could be the harm?

On the other hand, we do receive benefits from the farmer. If you've been to the field lately you've noticed that the elephant grass next to the berm has been graded away making access to the field much better. The farmer did

this. When he waters he includes our runways, which helps the grass we planted last spring. In addition, he's allowing us to use the east entry road that was closed to us a few years ago. When you think about all the pros and cons, it seems to me we're getting the better end of the stick.

One of our goals is to pay off our property creditors this year and that's a full year early. We ended the year with enough money in savings to accomplish this without using this year's dues. This means we'll have sufficient funds to accomplish all the 2003 projects presently proposed and become debt free to boot. Congratulations, guys and gals!

Don't forget, it's time to pay your dues and if you wait until February it'll cost you a \$10 penalty. The club doesn't want or need penalties, so send your check now! Your new 2003 membership card is waiting for you.



**Secretary's Servos**  
 by  
 Rick Pellecchia

**MINUTES DECEMBER 2002**

- Meeting called to order at 8:00 PM
- Meeting adjourned at 9:00 PM
- The minutes were accepted as printed in the Club Newsletter.
- Treasurer's report for November was read and accepted

**OLD BUSINESS**

**FIELD SAFETY BENCHES:** More positive feedback. The membership has decided that the club will build three of these units. A motion was made by Bill Bishop and seconded by Mike Laughlin for the club to budget \$150.00 for the purchase of materials, and to construct three units. Motion passed. We are going to need some

help with the construction...maybe Mike Duncan can head up a construction committee.

**FLIGHT INSTRUCTORS:** Bill presented a brief syllabus of what the flight training format was going to look like... still a "work in progress". Note: Bill Bishop is going to need volunteers for "Check Pilots". Please see Bill if you are interested.

**BIG BIRD 2003:** Nick Capone advised the membership that "flyers" for the event have been drafted, and things have been moving along ok.

**IMAC 2003:** Chip did not make the meeting tonight. The club has requested from the IMAC group that a go no go decision be given to the club not later than January 2003.

**2003 OFFICERS NOMINATIONS:** There being no other nominees for the Club Officer's positions for calendar year 2003, the membership unanimously elected the current incumbents by acclamation:

- President: Wally Crichton  
 Vice President: Bill Bishop  
 Secretary/Treasurer: Rick Pellecchia

**ANNUAL OFFICERS DINNER:** Mike Hunt made a motion, seconded by Mike Laughlin for the club to treat the club officer's and spouses their annual dinner. Motion carried.

**FIELD MAINTENANCE:** President Wally Crichton reports that some of repairs to the main shelter have been completed. The club wishes to acknowledge, with thanks to, Chip Cipolato for the work he has done in affecting these repairs.

**NEW CLUB BY-LAWS:** A motion was made by Vicar Hernandez and seconded by Art Silver for the Club to ratify AMP's new By-Laws. The vote passed unanimously.

**NEW BUSINESS**

**2003 BUDGET:** Secretary/Treasurer will meet with those committee personnel responsible to prepare individual budgets for their areas of responsibility. Secretary/Treasurer will consolidate and submit to the membership for approval. We hope to have this accomplished by January

*(Continued on page 2)*

**Thursday Night is Club Meeting Night — See You There!**

(Continued from page 1)

2003.

**CLUB SAFETY OFFICER:** This position is still vacant. It is extremely crucial to the operation of this Club that this position is filled. Please refer to the new by-laws for the job description and the administrative support the Safety Officer will be getting... and oh by the way, as an incentive, the Safety Officer does not pay any annual dues.

**AMPS FIELD PROTOCOL:** For those of you who are not aware, a while back, we arranged with the farmer that when he was watering his crops, it was ok for him to water our field as well, since we have no irrigation system to accomplish this. Now it seems that last week past, there was an incident involving our membership with the farm hands who were watering the fields. Let's put this to rest right now. When our flying field is being watered as part of the overall sprinkling process, then we will stand down until the process is completed. Members can however use the alternate runway in the meantime, and at their own discretion until the watering process is completed; and by the way, we are not talking about a whole lot of time here.

**2003 CLUB DUES:** For those of you who will be renewing your membership for the first time, and those of us that need reminding, your membership renewal goes like this:

- You must have a **2003 AMA MEMBERSHIP CARD** when renewing your membership; include a copy if renewing by mail. **NO 2003 MEMBERSHIP RENEWALS WILL BE ACCEPTED WITHOUT PROOF OF CURRENT AMA MEMBERSHIP.**
- 2001 dues of \$ 100.00 (\$ 1.00 Junior's) is due not later than 1/31/01
- A \$ 10.00 surcharge will be assessed for dues not paid in January.
- Any member not paying their dues plus surcharge by February 28, 2001 will have their membership revoked.
- For those members having their membership revoked under the aforementioned circumstances can be reinstated into the club by first becoming and paying an associate member fee, and repeating the new membership process.

Please avoid any penalties, and renew your dues on time.

### MEMBERSHIP

Let's extend a warm AMP's welcome to the following new members: **Andrew Hartman, Thomas Mackie, and John Rudd.**

The following Associate Members are due to be voted into the club at our next meeting on January 9, 2003: **Carlos Cicero, John Green Abraham Horta, and Sean Williams**

Associate Members being voted into the club are expected to remit their annual dues at that time. Annual dues are prorated for the month an Associate Member is being voted into the club. The prorated dues for associates being voted into the club in **January 2003** will be: **\$100.00.** Dues not received by the last day of the month in which vote in date occurred will result in the immediate revocation of membership, and loss of all flying privileges.

**REMINDER YOUR SPONSOR IS REQUIRED TO BE AT THIS MEETING IN ORDER FOR YOU TO BE VOTED INTO THE CLUB. SPONSORS THAT ARE UNABLE TO ATTEND MUST CONTACT ANY CLUB OFFICER WITH A RECOMMENDATION FOR MEMBERSHIP.**

Any Associate Member who is scheduled to be voted into the club on their designated meeting date, but is unable to attend that meeting, must call the Secretary/Treasurer at (305) 232-4827, and you will be represented for the purpose of being voted into the Club. Failure to contact the Secretary/Treasurer or any other club officer, will terminate in the Associate Members affiliation with AMP's, and will also result in an immediate revocation of all flying privileges at the field.

Effective June 1, 2000, prior to being voted into the club, an associate member must have a sponsor who is a flying member in good standing. The sponsor is also expected to be at the meeting when the associate is to be voted into the club. If this is not possible, the sponsor is requested to contact any of the club officers prior to the vote in date with a recommendation as to whether or not the associate should become a member. No associate member will be voted into the club unless recommended by his/her sponsor.

### ADMINISTRATIVE NOTES

**Frequency Pins:** Current members who have not ordered frequency pins need to contact Mike Laughlin at

234-8200. Please be reminded that Club Rule #6 was amended to require that all members are mandated to use the **AMPS STANDARD APPROVED CLUB PIN.**

**Guest Pilots:** All members are encouraged to brief their guests to familiarize them with the Club's posted field rules, and to have their AMA card displayed prior to any flying activities. Reminder: The member sponsoring the guest must be present at the field when the guest is flying.

## Scratch Building

Back when I first got into this hobby, kits were available in many styles and shapes for a reasonable price. For \$100 you could get the top of the line pattern airplane with a fiberglass fuselage and foam wings with all the wood to build it. Of course back then \$100 was a lot of money, but not out of reach for the average guy. Today, kit prices have skyrocketed to ridiculous levels. A Carden 36% aircraft kit will set you back a little over \$1,000. A Bob Violett jet kit with retracts will cost you about \$2,200! Even an entry-level trainer now runs over \$100.

How can you beat the high cost of kits? Scratch build, that's how. It's really not that difficult to do, even though it may seem like it to someone who has trouble with building a kit. Actually, scratch-built models are easier to build than some of the kits out there. I'm going to use Miles Reed's plans as an example but the same logical flow applies to other scratch-built designs that are on the market today.

First, pick up a set of plans for an airplane that interests you. Then look them over and read the instructions that the designer sends with them. Get an idea of the construction flow and what special hardware will be required during construction. The Reed Extra 260 plans contain, in addition to the actual plans, a page of pattern plates, and instructions on how to proceed. While many scratch builders cut out all the parts at once, I prefer to pick an assembly, say the fuselage, and cut out the parts that will be required for that assembly.

Here is one of those areas that precision in your work is of the utmost importance. The parts must match the

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AMPS  
2002  
'N  
REVIEW



*This was an eventful year for AMPS. Art Silver stepped down as President after 20 years in office and his roast (upper left) was a night to remember. Our IMAC contest was held in February and the workers (upper right) did a great job of running an excellent event. May brought our annual Big Bird Fly-In with lots of great airplanes and a beautiful weekend. The workers are shown above (second row, right) and they did an outstanding job also. On the 4th of July weekend, each year, we celebrate our flying field's anniversary (second row, left) and this year was a gala event with lots of food, a fun fly and a swap meet. We witnessed a historical event... the passing of Bishop's Bush (third row, right). During the reclamation of our lost runway width we invested in three loads of fill, pushed it into the bog and "The Bush" became history. This was also the year for awards. Our club received the Award of Excellence (right) from AMA Headquarters for 'Working Together in a United Way to Buy Our Own Flying Field'. In addition, AMPS was selected 'District V Club of the Month' for April 2002. Both were very prestigious for us and our Club. However, not everything that happened this year was pleasant. Vandals used our field for a beer party and ended up using the east/west runway for a dirt track. Their vehicles made deep ruts as they spun in circles. It took over 70 bags of top soil and lots of workers (below) to fix.*



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templates exactly! There is no room for error here. If the parts don't fit the template then they won't fit the airplane either. So be precise. After cutting out all the parts, follow the instructions and build any small sub-assemblies such as fuselage sides, multi-part formers, doublers, etc.

Now you are ready to start building. Either build on the plans or at very least draw a straight line down the center of your building board. This line will be the centerline of your fuselage. Keeping the aircraft plumb to the centerline is critical for a good flying aircraft. Framing up the fuselage isn't much different, once the parts are cut out, than building a kit. In fact, that's what you are doing! You just cut out the kit. Make sure all the formers are aligned with the plans and follow the instructions and soon your airplane will begin to take shape.

The wings present a bit more work because you will have to cut out the ribs and, except in the case of a straight wing, each rib will be different from the others. Always make the ribs for both halves of the wing at the same time. This way you can be sure that

both wings are the same.

Another thing, always mark the ribs so that the same side is up on both wings. Do this even if you are building a symmetrical airfoil wing. Slight variations in your ribs can really mess up a project if the ribs are not marked and put in the same orientation. Again, at this point, scratch building is little different from building a kit. Just remember, if the parts don't fit, you have no one to blame but yourself.

Scratch building will definitely make you a better modeler, and save you a lot of money at the same time. Just remember, use good quality wood, be precise when cutting out the parts, and follow the designer's building sequence. Oh, one last thing, don't hesitate to call the designer if something stumps you. Usually they are happy to

assist you in creating your masterpiece. from:

the newsletter of the RC Eagles  
Kent Shore, editor  
North Canton OH

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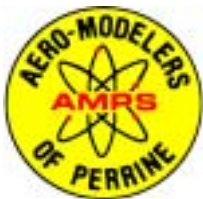
**Contact: Adrienne DiPrima**  
Capt\_adi@bellsouth.net  
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Help the club by downloading your copy of the newsletter from our web site. This saves printing, postage and gives you a color newsletter. Each month you'll receive an E-mail telling you it's ready to download.

To Volunteer... E-mail  
[wally@amps-rc.com](mailto:wally@amps-rc.com) and type: "Sign me up, now"

<u>AMPS Club Information</u>	<u>Designated Club Flight Instructors</u>	<u>Club Sponsors</u>				
PRESIDENT — Wally Crichton VICE PRESIDENT — Bill Bishop SECRETARY TREASURER — Rick Pellecchia SAFETY COMMITTEE CHAIRMAN — John Mitchell FIELD ENGINEER — Frank Drewniany EVENT COMMITTEE CHAIRMAN — Vicar Hernandez	Bill Bishop — (305) 221-7291 Scott Driesse — (305) 254-3517 Mike Laughlin — (305) 234-8200 Carlos Zuniga — (305) 856-4157	<table style="width: 100%;"> <tr> <td style="width: 50%;">               Crown Hobbies                7439 Coral Way                (305) 264-3964             </td> <td style="width: 50%;">               Hobby Nut                12679 Dixie Hwy                (305) 235-9584             </td> </tr> <tr> <td colspan="2" style="text-align: center;">               Pro-Scale Models                13912 SW 139th Ct                (305) 234-9939             </td> </tr> </table>	Crown Hobbies 7439 Coral Way (305) 264-3964	Hobby Nut 12679 Dixie Hwy (305) 235-9584	Pro-Scale Models 13912 SW 139th Ct (305) 234-9939	
Crown Hobbies 7439 Coral Way (305) 264-3964	Hobby Nut 12679 Dixie Hwy (305) 235-9584					
Pro-Scale Models 13912 SW 139th Ct (305) 234-9939						
Annual dues are \$100 for Open members and \$1 for Juniors — Club Approved Frequency Pins are required and cost \$2.50 for each channel used. Meetings are held at 8:00 PM on every Second Thursday of each month at Pro-Scale Models, 13912 SW 139th Court.						
Please address inquiries about the club to: Aero-Modelers of Perrine, 15425 SW 84th Ave, Miami FL 33157, Or Call (305) 232-4827						



# Printed Circuit

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Miami FL 33187