



**President's Plugs
-by Bob Cox**

Editors note: Bob has had a computer crash and lost the text for this month's President's Plugs. We hope you find this article provided by Vicar an interesting substitute. Bob's column will resume next month.

Reprinted from the January 2010 AMA Insider national newsletter:

ON THE SAFE SIDE

Distraction Action

-by Don Nix, Insider Safety Column Editor

Once upon a midnight dreary, as I pondered weak and weary....

Actually, it was last night, considerably before midnight, not dreary at all, while I was pondering what to write for this column. Then I began to recall some incidents where distraction at the flying field had caused crashes. Here are two in which I was personally involved.

As I've mentioned in past columns, when I lived in Southern California most of my flying was done at Mile Square Park in Orange County. Mile Square

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**Secretary's Servos
-by Chris Hogan**

**Business Meeting December 12,
2009**

Call to order 7:10 PM.

New members and visitors welcomed.

Meeting minutes from Nov. 12th approved as published in "Printed Circuit".

Summary treasurer's report read and accepted.

President's Report: Bob stated he had nothing new to report.

Old Business

Pattern Contest: Bob reported Jim Woodward is relocating and so unavailable to co-C.D. this event. Jim will be replaced by Mike Laughlin as Pattern Contest co-C.D. The FAI sequences will be flown.

IMAC Challenge: Mariano said to be keeping weather eye toward attendance at recent Florida IMAC contests. Attendance is declining.

-Steve Steinbring suggested consulting Don Hamilton.

-Bob stated the goal of the IMAC Challenge was to break even, not a fundraiser.

South Miami Arts Festival Feb. 27-28th:

-Bob expects the final info from Diane soon.

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Rotor Head -by Gus Garcia

OK so you've been secretly practicing your heli flying on your sim, man is that hard! You've even bought a coaxial heli to fly around the house, and you're getting good at it, so much so that you even chase the dog around the house and terrorize the cat – isn't it fun?

(disclaimer – AMPS and its affiliates do not endorse or condone the abuse or mistreatment of animals, the opinions expressed in this article are those of the author, and do not necessary reflect the ideas and/or opinions of the AMPS facility. No animals were actually hurt or injured in the production of this article – live long and prosper)

But now you're hesitant to move up to the big helis, why? Too complicated, pitch and throttle curves to set up, engine tuning, gyro settings, governor and CCPM radio set-up, and then there's that whole flying thing to overcome, OH man what are my airplane buddies going to think of me now that I started flying one of those crazy flying eggbeaters? Luke – the power of the force is stronger on the heli side (oh yeah, I'm your father too).

Then which heli do you get, electric, glow, gaso- line, and for those with super deep pockets, turbines? How about which size heli to get, 250, 450, 500, 600, 700, 30, 50, 90, 20cc or 26cc? You also have the different flying styles, 3-D, F3C, scale, or sport, and each with its challenges to overcome. Kinda sounds like not only is it difficult, but the choices are endless. Well then, that pretty much settles it, helis are more trouble than their worth, right? – WRONG!

If you think model airplanes are addictive, wait till you get into helicopters, it's worse than crack. But just like anything else in life, the greater the challenges, the greater the rewards. Now think back when you got started with airplanes (for those that fly airplanes), you couldn't do it by yourself; we all had someone that helped us out until we became proficient pilots (for some of us a dozen airplanes or so later). The point is you stuck with it, why – the challenge of it man! This little hump of wood is not going to beat me, if that guy can do it, so can I, dam-it! And that's human nature in a nut shell for you. We thrive on the challenges that come our way.

OK That's enough philosophy for now; let's get back to the helis. Where then do you go about getting good information? Well, the heli forums are good, but that whole Chevy versus Ford debate going on pretty much all the time between the posters can be counterproductive. Just about all equipment out there has its pluses and minuses, and in the end it all boils down to personal taste, come on, really? This engine is better than that one, my radio is better than yours, who's sleeping with who? Oh sorry, I got my soaps mixed up. The hobby

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<u>Club Management</u>	<u>Flight Instructors/Check Pilots</u>	<u>Sponsors</u>
President: Bob Cox	Chief Instructor: Mike Laughlin (305) 234-8000	Crown Hobbies
Vice President: Butch Wenrich	Instructor: Rey Mesa (305) 388-5564	Hobby Nut
Secretary: Chris Hogan		7439 Coral Way
Treasurer: Vicar Hernandez	Instructor: Juan Vallejo (786) 293-6278	Miami, FL
Safety Committee Chairman: Mike Cipolato	Instructor: Steve Steinbring (305) 450-1155	(305) 264-3964
Events Committee Chairman: Vicar Hernandez	Instructor: Jose Guzman (305) 319-9865	(305) 235-9584
Newsletter Editor: Chris Hogan	Check Pilot: Mike Cipolato 305-274-3835	Warrick Custom Hobbies
Webmaster: Vicar Hernandez	Check Pilot: Tony Fandino 305-887-9482	7676 Peters Road
Field Engineer: Humberto Hernandez	Check Pilot: Vicar Hernandez (305) 666-2126	Ft. Lauderdale, FL
	Check Pilot: Butch Wenrich (954) 964-1778	(305) 424-0605

Annual dues are \$150. for Open Members (\$200. first year only), \$50. for Non Resident Members and \$1. for Juniors.
 Club approved frequency pins are required and cost \$2.50 for each channel used. Meetings are held at 7:00 PM the second Thursday of each month at the historic Dice House on the Southeast corner of S.W. 82nd Ave. and 100 St. Please address inquiries to Aero-Modelers of Perrine 6925 SW 65 Ave. South Miami, FL 33143-3246 (305) 666-2126.
 Hardcopy edition of "Printed Circuit" available for \$12.00 a year, contact above.



Leidner's Roasted Limericks

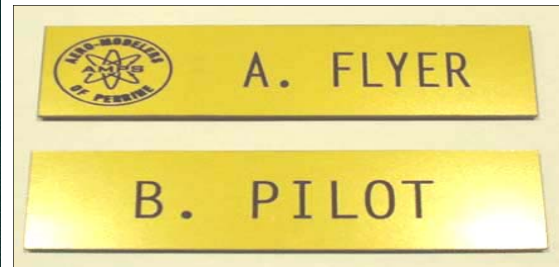
On Sat. Jan.16 be sure to visit Markham Park.
They're putting on an R/C event after dark.
Each model that night,
Will supply its' own light.
And every pilot will be having a lark.

There's an award for "Best Lit",
And a great view from the pit.
With a Raffle and prizes,
And flying surprises,
Including one for the guy who takes the worst hit.

Amps volunteer work horse Cliff Root,
Has just donned a new finder's suit.
If your plane gets
lost,
He'll provide at no cost,
An Arial map of a recovery route.

A wannabe "Dick" named Dick Newman,
Named his brand new plane, "Fu Man Chu" man.
Then he flew it so high,
The sun blinded his eye,
And the plot that it dug, fits a human.

There once was an AMP named "Bob Breen"
Who crashed his new "Flying Queen".
What caused his bad luck,
Was a Gremlin that snuck,
Into the aileron of his flying machine.



Club required frequency pins are now available with or without the club logo. The standard pin is \$5.00 and it includes your first initial and last name. Now available also is the one with the club logo which can be engraved with your first initial and last name for a cost of \$10.00. Please email the club treasurer for ordering instructions.

Safe Side, con't from page 1

was the busiest RC park I ever saw, and quite possibly the busiest in the US. I say "was," because it was closed to model flying some years ago.

The runway was an abandoned WW II military airfield, the RC part 2,000-feet long. There were 12 pilot stations, and on good weather weekends it was not unusual to have 50 or 60 fliers at the field and all 12 stations "hot" at the same time. One particular distraction incident remains clear in my memory although it took place more than 20 years ago.

A good friend of mine did a lot of teaching. When newbies came to fly for the first time, they were usually directed to George to get them on the buddy box and start learning. One Saturday, George called me over just before starting a beginner's engine.

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“Don, before I get this fellow on the buddy box, you take his transmitter. After takeoff, I’ll trim mine, then turn it over to you to get his box trimmed out so he won’t have to struggle with it.” I agreed, and after George made a couple of circuits said, “Okay, Don, you take it and trim his box.”

I had control of the model for perhaps a hundred yards when we heard someone scream, “HEADS UP!” followed by the unmistakable sound of a model under full power and, even without seeing it, could hear it was coming toward us.

Naturally, we ducked and a split second later the airplane crashed hard on the pavement three or four yards from our feet. As soon as we realized we had not been hit, our attention turned back to the model we were test flying. This happened to be at a moment when almost all the other stations had models in the air at the same time. The sky looked and sounded more like a swarm of large bees than a model flying field.

Scanning the air for our model, George yelled, “I’ve got it!” quickly followed by, “No, that wasn’t it; I think it’s that one!” The sun was at the point where most of the airplanes in the air appeared to be almost silhouetted against the sky and were hard to distinguish from each another in the flock on the far side of the circuit.

George repeated the phrase two or three times over the next 15 seconds, until it was obvious that none of the models were ours and that it was apparently gone into Never-Never Land out of sight somewhere beyond the trees in the distance. There was nothing to do but hand the owner’s transmitter back to him, tell him we had no idea where his model had gone, followed with a heart-felt apology. Understandably, the fellow was somewhat bewildered and heartbroken, having no idea such a bizarre thing could happen. However, this story does have a happy ending.

About a half-hour later, while the owner was packing up his gear to leave, a van bearing the logo of a gas station/auto repair shop came driving up. The driver got out, picked “our” model, totally unblemished, out of the back and asked, “Does this belong to someone here?”

After we got control of our astonishment, he explained: He and another mechanic were working on a car when one of them looked up in time to see the model, propeller stopped, rolling up quietly into an empty service bay. One exclaimed, “Where the (bleep) did that come from?” By then, several had gathered around, and one commented that a lot of such models were flown at Mile Square Park, a couple miles distant, so they decided to give it a try. Obviously, the plane, perfectly trimmed by George, had flown the distance, run out of fuel and glided to a stop, just yards from a busy street.

I realize the above sounds totally unbelievable, but I was there.

There is also a good lesson hidden in that incident. The last time I looked, a couple of lines in the AMA rule book clearly state that each model should have the owner’s name, address, and phone number somewhere on or in it. This is a rule that is rarely taken seriously.

The second incident of distraction disaster took place back in the 1990s after I had moved back to Texas and was living in a small town near Austin. A friend from out of state was visiting, expressed curiosity about RC flying, and I, anxious to show off, said, “Hey, I have permission to fly models at our little local airport. C’mon ... I’ll show you how these things work!”

I took my favorite, a big 1.20-powered aerobatic model. As I was putting the wings on, getting fueled up and ready to go, I was being a smart guy, explaining how everything worked. My friend stroked my ego with admiring comments. I started the engine, taxied to the takeoff spot, shoved the throttle full forward, broke ground and started a great climb-out. What happened next wasn’t pretty.

Almost immediately, the model became uncontrollable, trying to roll from side to side. Within other two or three seconds it rolled on its back, diving straight into the pavement. I was stunned. We went over, picked up the wreckage and took it back to my van. I took the wings off, commenting lamely that the only thing I could think of was radio interference, which I had never experienced at that field.

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Safe Side, con't from page 4

I unbolted the wing, lifted it off and reached to disconnect the aileron servo leads from the receiver and found I didn't have to. In my eagerness to impress my friend and basking in the glow of his comments, I had never connected them.

Having been a full-scale pilot for decades and thousands of flying hours in addition to years of flying RC, I truly believe this was the single, solitary time in either that I never checked for full movement of all the controls before takeoff.

We should never, ever be complacent about safety, no matter what the level of our experience—novice or expert.

Flyerdon1@yahoo.com

Servos, con't from page 1

New Starting Stations: These stands are for starting your engine; please remove your plane after the engine is started so the next pilot can use the station. There will be assembly tables under the shelters. Vicar will solicit donations for more assembly tables.

Bob mentioned the planned playground equipment for the field was on the back burner but not off the stove. These things cost \$1500. for wood kits.

New Business

After thorough revue, the BOD suggested some revisions to AMPS Flight Rules and By Laws. The tentative wording was discussed and it's final form approved by a vote by the members present. **The implementation of these changes will be voted on at the January business meeting.**

Changes to Flight Operations rules:

-Chip's motion, seconded by Bill, to modify wording in footnote ² of Flight Operations rule 1 passed.

-Roger Gonzalez' motion, seconded by Mike, to accept this rewording passed.

Please note: simple graphic depiction of Silver Field flying area and no-fly zone is on [AMPS web site](#).

-Umberto's motion seconded by Chip, to accept change to footnote ³ passed.

-Vicar suggested additional language to rule 2.

-Steve suggested addition of language to rule 4.

-Chip's motion, seconded by Stan Roque, to add "all aircraft flown on inactive runway may not encroach on active runway" to rule 4 passed.

-Change in footnote ⁶: Steve's motion, seconded by Bill, to accept change passed.

-Change in footnote ⁷: Steve's motion, seconded by Alex Chan to accept change to rule 10 passed.

-Change in rule 13: Chip's motion, seconded by Alex, to accept new wording passed.

-Addition of rule 17: Chip's motion, seconded by Steve, to approve this rule adding that helis be excluded passed.

-Motion by Alex, seconded by Steve, adding limitation of starting station use per Vicar's suggestion to rule 18 passed.

-Motion by Chip, seconded by Roger Gonzalez, to replace the second sentence of rule 19 with new rule 20 recommending (not requiring) pilot supplied fire extinguisher for gas powered airplanes passed.

Changes to Flight Instruction and Proficiency rules:

-Juan Carlos Vallejo's motion, seconded by Alex Chan, to postpone approval of rule 1 until the instruction syllabus is finalized passed.

-Juan's motion, seconded by Mike Laughlin, rewording rule 3 to "the use of dual control" passed.

-Motion by Steve, seconded by Bill, to accept change to rule 4 passed.

-Motion by Chip, seconded by Alex, to accept change to rule 5 passed.

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Rotor, con't from page 2

shops can be another excellent source of getting info, but that can be a tit-for-tat kinda of a deal, a merchant in order to stay in business must sell, bottom line, end of story. Not that they're out to take advantage of you, but they rather sell you something then have you walk away with nothing, they got their families to feed too you know!

And now we get down to the flying clubs, a lot of guys in the clubs truly want to help, and will go out of their way to see you succeed, think I'm making it up? Well, in the December issue of Model Aviation (AMA magazine), in the article "Custom Scale Helicopter Landing Lights" by Bob Engle (a how to article) he is quoted saying "*In addition to my love of flying, I enjoy helping others with their models and seeing the joy on their faces as they progress. Helping others is what our hobby is all about*" and yes many of us feel the same way. However, a skilled instructor is even more deserving of our gratitude, these guy will forfeit their own personal flying time to help you, bet you're feeling kinda special now? But, wait just a minute; I've never seen any of these guys with halos over their heads when I go to the field? We're shy too, we're not just going to run up to you asking, can I help? can I help? please-please, and if someone did, let me offer you this little piece of advice, you start walking in the other direction – quickly!

Now that you're completely confused on how to proceed, what do you do? Pop-quiz hot shot, if a train is traveling out of Chicago at 55mph, and a chicken crosses the road, oops – got off "track" again. Well then now that you don't know which freaking helicopter to get, much less engine, radio, gyro, where to get your info, who to talk to, and how to ask for help at the field, what's the point of all this rambling on and on about helicopters? This is what we call a cliff-hanger, didn't see it coming did you? Stay tuned, next time I'll start breaking it down, and make some sense and recommendations based on my experiences flying helis, and remember once you enter the black hole there's no getting out, but hey, there's a bunch of us waiting just for you.

Till next time, see you at the field.

Servos, con't from page 5

Changes to Other rules:

- Steve suggested rule 2 prohibit cooking near parked cars and in front of shelters.
- Mike's motion, seconded by Chip, rewording rule 2 to prohibit cooking under canvas shelters passed.

Bob proposed the following appointments for 2010: Field Engineer Umberto, Chief Instructor Mike and Safety Officer Chip. Appointments approved by vote of members present.

A dead cow deposited near Silver Field has been removed.

50-50 raffle won by Chris.

Meeting adjourned 8:57 PM.



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