

PRINTED CIRCUIT

AMP'S Monthly Newsletter

February 2004

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Aero Modelers of Perrine
An AMA Chartered Club



Volume 45 Number 2



President's Plugs

by
Wally Crichton

Is it time to publish the newsletter again? Seems like I just finished the last one. Oh well, here goes!

Last month there was a mix-up with the meeting room. It seems we can only reserve the room for a year in advance, and that must be done every January. We didn't know this and thought it was ours until we said otherwise. Since we hadn't reserved the room for 2004 they assigned it to some-

one else and we had to meet in a small alternate room.

That night, I reserved the room for the remainder of 2004, so there wouldn't be another mix-up. However, last week I received a call from the Mall and was told they needed to move our February meeting to the alternate room again. They were very apologetic, but said the Science Fair was using the room for the entire week.

Don't forget, we'll be putting the new roof on the main shelter toward the end of this month... probably the 21st and 22nd, so be prepared to come out and help.

Also, Sunday, March 7th is our swap meet, so start sorting through your old stuff and set aside a little money too. Loretta Westphal, the event coordinator, is sending flyers to all the

clubs and hobby shops in south Florida. With a little luck we should have a good turnout and a large assortment of things to choose from. Do your part and support the event.

I hate to talk about trash again, but I'm going to. I've asked Bill Green to stop putting trash bags in the main shelter. He's been our self appointed trash man and grounds keeper for a long time and, frankly, he's tired of doing it. I sure don't blame him; we're all old enough not to litter and no one should have to pick up after us! As I've said before, if you bring it... take it home with you! Especially, anything food! Also, those of you who smoke, please field-strip your butts and put the filters in your pocket! Don't throw them on the ground. They never decompose and make our field look unsightly.



Secretary's Servos

by
Rick Pellecchia

MINUTES January 2004

- Meeting called to order at 7:15 PM
- Meeting adjourned at 9:00 PM
- The minutes were accepted as printed in the Club Newsletter.
- Treasurer's report for November '03 was read and accepted

OLD BUSINESS

FIELD REPORT: Membership approved a minimum of 30 inches for the Barrier height.

MAIN SHELTER REPAIR: Chip Cipolato has tentatively set a mid February '04 weekend date to do the roof re-build of the main shelter. Wally will go out with an E-Mail to members when we confirm the date. Chip informs us that it looks like we will have to spend more money than anticipated

due to the dramatic rise in lumber prices.

SAFETY COMMITTEE: Chris Marsh has satisfied the recommended action by the Safety Committee, which had been approved by the BOD. Chris Marsh is now eligible to re-join AMP's if he so chooses. Additionally, Chris will have to complete a new member probationary period, and then be voted into the Club.

ROAD IMPROVEMENTS: Negotiations are being conducted with the farmer to open the East access road.

MEETING FORMAT: Bill Bishop conducted the first workshop after January's meeting; topic was balancing propellers. Tony Fandino will conduct February's workshop, and the topic will be transitioning from glo to gas engines.

AEROFEST 2004: IMAA and AMA sanctions have been applied for and received. Nick Capone and Mike Laughlin will jointly CD this event. AeroFest 2004 will be a single day event on April 3, 2004. We need volunteers; please contact Nick, Mike or any Club Officer.

2004 SWAP MEET: S u n d a y ,

March 7, 2004. No other report.

2004 CLUB DUES: For those of you who will be renewing their membership for the first time, and those of us that need reminding, your membership renewal goes like this:

You must have a **2004 AMA MEMBERSHIP CARD** when renewing your membership; include a copy if renewing by mail. **NO 2004 MEMBERSHIP RENEWALS WILL BE ACCEPTED WITHOUT PROOF OF CURRENT AMA MEMBERSHIP.**

2004 dues of \$ 100.00 (\$ 1.00 Junior's) is due not later than 1/31/04. A \$10.00 surcharge will be assessed for dues not paid in January 2004.

Any member not paying their dues plus surcharge by February 28, 2004 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.

Dues may be paid at the flying field

(Continued on page 2)

Thursday Night is Club Meeting Night at Cutler Ridge Mall — Starting Time... 7PM!

Secretary's Servos — Cont.

to any Club Officer

NEW BUSINESS

FIELD RULE CHANGE: The Club field rules have been changed as follows:

Field Rule #7 is changed:

All flying must be conducted at the designated flying spots for each runway. Umbrella inserts are provided at designated flying spots on the North/South and East/West runways for the use for of "Special Needs Pilots". When umbrellas are employed, the use of a "spotter" is mandatory for the full duration of flight (takeoff to landing). Flying from either of the covered pit areas or the main shelter is strictly prohibited.

A Special Needs Pilot is one who has a valid medical condition, which prohibits prolonged exposure to the sun. Under no other circumstance shall umbrellas be used at designated flying spots.

Original Field Rule 7 has been re-numbered as Field Rule #22 and added: Vehicular traffic is **ABSOLUTELY FORBIDDEN** on any portion of the runway.

FIELD SAFETY: Jim Albright has advised the club that coordinates are of no value for any "911" response. Jim suggests that in the event of an emergency the member(s) do the following:

- Provide clear driving directions to the "911" operator (*note: we will draft these instructions and post them in the pit areas and main shelter*)
- Stay on the line with the 911 operator if possible
- If possible, have another person proceed out to SW 168th Street /FPL West entrance road to meet the rescue vehicle, and escort it to the field.

It is strongly recommended that members always bring their cell phones to field in case of an emergency.

MEMBERSHIP

Let's extend a warm AMP's welcome to the following new member(s): Stephen S. Brandt, Robert L. Cox and Peter Perez.

The following Associate Member(s) were scheduled to be voted in, but failed to show up for the meeting: Hector L. Alvarez.

The following Associate Member(s) have requested that their probationary period be extended: Dion L. Valencia (February 2004)

The following Associate Members are due to be voted into the club at our next meeting on January 8, 2004: H.L. Alvarez, S.S. Brandt, R.L. Cox, P. Perez, D. L. Valencia. 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 on **February 12, 2004** will be: **\$92.00**. 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 their sponsor, and the Secretary/Treasurer at (305) 232-4827. The Associate Member will be represented for the purpose of being voted into the

Club. Failure to contact the Secretary/Treasurer, sponsor, or any other club officer will terminate the Associate Members affiliation with AMP's, and will also result in an immediate revocation of all flying privileges at the field.

ADMINISTRATIVE NOTES

FREQUENCY PINS: Rick Pellecchia has taken over the responsibility in the administration of the Club's frequency pin program. If you have ordered a frequency pin(s), and have not received it, please contact Rick at (305) 232-4827. 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 themselves 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.

First Annual RC Swap Meet

AMP'S Flying Field, Miami FL
 Sunday March 7th
 8:00AM till 2:00PM

Bring your own table, chairs and shade. Active flying site — please remove batteries/crystals from transmitters.

Refreshments and Food
 Available on Site

For Information Contact:
 Loretta Westphal
 (305) 451-3332 or
 LWestp557@aol.com

See our web site for directions
www.amps-rc.com

Club Management

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**
 Chief Instructor — **Bill Bishop**
 Newsletter Editor & Web Master — **Wally Crichton**

Club Flight Instructors and Check Pilots

Chief Instructor, **Bill Bishop** — (305) 221-7291
 Instructor, **Scott Driesse** — (305) 254-3517
 Instructor, **Mike Laughlin** — (305) 234-8200
 Instructor, **Tom Caldwell** — (305) 638-0050
 Instructor, **Bob Cox** — (305) 234-2712
 Check Pilot, **John Mitchell** — (305) 388-2763
 Check Pilot, **Tony Fandino** — (305) 693-1374
 Check Pilot, **Mike Cipolato** — (305) 274-3835
 Check Pilot, **Abraham Horta** — (305) 205-2906

Club Sponsors

Crown Hobbies 7439 Coral Way (305) 264-3964	Hobby Nut 12679 Dixie Hwy (305) 235-9584
Warrick Hobbies 7676 Peters Road Ft Lauderdale (954) 424-0605	

Annual dues are \$100 for Open Members, \$25 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 8:00 PM every Second Thursday of each month at **Cutler Ridge Mall, 20505 South Dixie Hwy.**

Please address inquiries about the club to: **Aero-Modelers of Perrine, 15425 SW 84th Ave, Palmetto Bay FL 33157-2113, Or Call (305) 232-4827**

PROPELLER BALANCE

What You Should Be Looking For

by LLOYD SULLIVAN

Let's talk about balancing propellers. There is more to it than just throwing the propeller up on any one of the many different balancers and sanding the heavy blade until it is level. This, of course, is better than not doing anything and assuming it is balanced from the factory, but in my 27 years in this hobby, I can only remember three instances where I did not have to do anything before using the propellers. As a matter of fact, just the other day I picked up a 28x10 Bolly propeller that was perfectly balanced, and I did not have to adjust it. This is very unusual.

Typically the propellers and/or the hubs are out of balance.

What to check for

The following list (in order) shows what I check on every propeller I buy.

- Hole is in the center (most are)
- Hub faces are square (most are)
- Tip shapes are identical (usually not a problem)
- Lateral side-to-side balanced (usually needs attention)
- Propeller hub balanced (usually needs attention)

I know this sounds like a lot to

check, but the destructive power of vibration on our airframes, radio equipment, and even engine fuel mix via fuel foaming are relentless.

How do I check all of this?

Checking all of this is not as involved as it may seem. If the hole is not in the center or the hub faces are not square, I usually just take or send the propeller back and get a replacement. If the hole is not in the center laterally, it's usually not a problem to sand the long tip until it is the same length as the shorter one. If the hole is not centered in the hub on the vertical axis (with the blades horizontal), get a replacement. The bad news is checking that the hole is in the center and the hub faces are square are the hardest on the list to determine. The good news is they are the ones that are most likely to be right.

There are two things that are essential to accurately balance a propeller: the knowledge to properly check a propeller and a balancer that is accurate enough to allow you to achieve perfect balance.

I hope this article gives you the knowledge you need. The balancer is another issue. It needs to support the propeller hub perfectly centered on the balancing shaft, and the propeller needs to be able to swing through its entire arc friction free. If you cannot position the propeller blades vertically while on the balancer, you never will be

able to finish this procedure.

Balancing a propeller laterally is only one small step toward achieving proper balance. I use a High Point Balancer, which is no longer made under that name. I think DuBro markets it now with a plastic base. It supports the propeller on a shaft with sliding cones and the shaft rests in the "V" formed by overlapping wheels about 2 inches in diameter. This is a friction-free and accurate balancer.

There are others made by Master Airscrew and some which use magnets. The key here is friction-free. The less friction there is, the more accurate the results.

Procedure

1. Hole is in the center: This is rarely a problem and I usually don't check it unless I am doing a lot of work to bring a propeller into proper balance. To check the hole on the propeller blade axis, I find a bolt that fits the center hole snugly. Then I measure from this bolt to the propeller tip on each side. It is important that these measurements are equal. If one blade is a little longer, I sand it to match the shorter side. To check the hole from the other directions, I use a digital caliper. The measuring device doesn't have to be digital but it needs to measure in thousandths of an inch.

I usually draw three lines across the hub face. One line is straight across the hub and 90° to the blades. The



LEIDNER'S ROASTED LIMERICKS

Doc Says, "They're not Chestnuts, just plane Nuts... and I just may have used your Name too!"

IMAC pilots know Tony Fandino,
Is not, aerial guide, Dan Marino,
To sharpen his practice,
He sits on a cactus,
And churns out a sequence quite meano!

How many of you know Donna Rae,
Found the field that we're using to-day?
If not for her work,
We'd not have this Perk,
So thank her for clearing the way.

Have you wondered why "Piston" Pete Mas,
Uses his right thumb, to give it the gas?
Thirty years ago, I,
Taught cousin Mikey to fly,

And thus did Mode One lessons pass.

Were you watching as "Conman" Mike Hunt,
Tried to show off how well he could stunt?

An inverted low pass,
Too close to the grass,
"Ripped off" the tail from the front.

For treasurer we have Rick Pellecchia
Watch him fly, and he'll make quite a wreck 'o yuh.

On landing approach,
He still needs a coach,
Or his plane will look like a far away speck ta yuh.

The memory of one flight for Frank

(Continued on page 4)

other two are 45° to this line so the hub looks like it has a straight line and an "X." It is important that each of these three lines go through the center of the hole. Measure the distance from the edge of the hole to the end of each of these line segments.

All four measurements on the 45° lines should match if the hole is in the center. Both measurements of the straight line should be the same, but they may not be the same as the measurements of the 45° lines.

2. Hub faces are square: This check only requires a flat surface a little longer than the propeller and a good ruler. I prefer a metric ruler because it has greater resolution, yielding a more accurate measurement. Place the propeller hub face on the flat surface and measure the distance each tip is from the surface. If the hub is square, the tips should be the same distance from the surface.

Check both hub surfaces for square. Another way to check for square is to look at the tips while the engine is idling. If the hub faces are not square, the tips

will be out of track. Checking this at idle is important because propeller flex under load will affect the observation. Don't stand in line with the propeller arc above an idle for safety reasons.

3. Tip shapes are identical: Tip shapes should be identical as well. I just put the propeller on a piece of paper and trace the tip shape with a sharp pencil. Place the other tip on this tracing to check that both tips are the same. If they are not, shape the larger tip to match the smaller one. Although the two are usually very close and rarely need attention, it is something that should be checked.

4. Propeller hub and lateral balance: This problem is often overlooked. Hub balance is just as important as lateral balance. In fact, you cannot achieve proper lateral balance until the hub is balanced.

To check hub balance, position the propeller on the balancer so that the blades are vertical. If the propeller swings to one side, most likely the hub is heavy on that side. I usually test this two or three times to be sure the results are

consistent.

To correct a heavy hub condition, you can sand the hub flat on the heavy side or take a 3/16 drill bit and drill shallow holes on the heavy side until you get as close as possible. If the propeller does not move when either tip is in the vertical top position, the hub is close enough. I also check the propeller in the 45° positions. Heavy hub and/or lateral balance will affect propeller movement here.

Position the propeller on the horizontal and check for a heavy blade. If the propeller balances horizontal, rotate it 180° and check it again. Heavy blades should be corrected by removing material from the front face of the propeller. Do not remove from the back side because the propeller will have a different pitch on one side. Be careful to preserve the airfoil shape while removing material. Go slowly. Sometimes a little goes a long way.

When the propeller balances horizontally, it is time to recheck the hub and fine tune if necessary. Place the propeller in both 45° positions. If it rotates consistently to a certain position, the hub needs attention at the low point. When the propeller is balanced, it will stay in any position you put it in on the balancer. Do not accept anything less. Do not try to correct an out-of-balance hub by removing material from a blade face.

Technical editor's note: If you remove any material from a wooden propeller, you must reseal the wood and you must add the same amount of sealer to all blades so that balance is retained.

from Propwash
Propnuts Radio Control Model
Airplane Club
Paul Shaffer, editor
Highlands TX



This boat is now blocking the east entrance road again. Looks like we're back using the west road until further notice.

(Continued from page 3)

Compton,
Would be best, if it were, long forgotten.
He crashed a Stick-it,
Into a thicket,
So badly you'd think it was stomped on.

Next victim is Jeffrey Roberts.
I've twisted his name, 'till the slob hurts.
And despite my best efforts,
With Robbery Jefferts,
I much prefer Referee Joberts.

Welcome back to the club, Manny Lahens.
You're an example of many old sayin's.
You'd give your right eye,
To fly for pie in the sky,
While other guys play with their crayons

The recent to do with Chris Marsh,
Left some suggesting a treatment too harsh.
They claim he knew,
The model he flew,

Made another crash, to the west of the marsh.

We hope that the late Norbert Marks,
Now flies in the finest of parks,
With light winds from the east,
His days always a feast,
And his time, as free as a Lark's.

It's a long time since Christopher Hogan
Launched a new bird on flight number A-1.
He got very nervous,
When the prop stopped its' service,
And landed as if hit by a blow gun.

Here's news about member John Deddy.
Who tried hard to keep his plane steady.
But he misjudged the wing,
And then, put the thing,
In a death dive all ready for Freddy!

Tune in next month for more of Doc's attempts to dazzle you with cleverly crafted limericks.



Photo 1: Brand new Edge 540, fully decked out with Sky High graphics. Photo 2, shows the builder, Mike Laughlin with the model and Photo 3, shows the underside treatment. Photo 4: Chief Instructor, Bill Bishop on the buddy box with Junior Member Alvaro Prieto. Photo 5, shows Alvaro with his trainer. Photos 6 & 7 shows Nick Capone's latest project. The fuselage is made from a Wiffle Ball bat and the surfaces are made from corrugated plastic. It flies really well on a .26 engine. Photo 8: Charlie Driggers shows off his new Bi-Plane. He cut down the wings until it would just fit inside the bed of his pickup. Photo 9: Charlie's delta wing plane was built from plans and is fast. Photo 10, shows Bob Cox with his big 4-Star. He says it's a fun airplane to fly. Photo 11: Chip Cipolato's Extra 300 that had an accident not long ago. Chip failed to plug in his aileron servos. He was able to fly with rudder and elevator, but was unable to land it. Photo 12, show the replacement plane he's using until the Extra is repaired.

