

# PRINTED CIRCUIT

AMP'S Monthly Newsletter

February, 2009

Visit Our Web Site - [amps-rc.com](http://amps-rc.com)

Aero Modelers of Perrine  
An AMA Chartered Club



Vol. 50 no. 2



Over the years (27 years to be exact) I've flown from different types of runways at several clubs. Some have been asphalt, concrete or grass and while some have been smooth, most have been some where between bumpy and surface of the moon rough. You haven't truly learned to land a model airplane until you have to land one between the landmines in a cow pasture in Ohio. Some twenty years later, it still brings a smile to my face remembering that day. What passes for a place to fly will often surprise most modelers.

Most modelers can only dream of having a runway 500 feet long by 75 feet wide, to say nothing about wanting it smooth enough to taxi on. I must admit that I was one of the lucky ones when I first learned to fly models. The club I belonged to used the taxiway at the local airport. It was asphalt 2000 feet long and 35 feet wide. The three foot high grass next to our "runway" was no picnic (read it cost me an airplane) but other than that, we had it good.

## President's Plugs -by Bob Cox

That cow pasture I mentioned belonged to a friend who had moved an hour away to Lima Ohio. He took to flying in that pasture due to the lack of a local club to fly at. A few of us from his old club made the trip to his farm with our planes. He had been mowing a little area behind his barn to takeoff and land from. Now you would think

**Plugs, con't on page 4**



## Secretary's Servos -by Chris Hogan

**Business Meeting January 8, 2009**

Called to order 7:23

One guest, Al Martinez, welcomed.

Minutes from December meeting as

they appear in "Printed Circuit" accepted.

Treasurer's report read and accepted.

Noted that 2009 membership renewals greater than at this time in 2008.

President Bob Cox reported on recent fire damage to non activity parts of AMPS leased property.

For now use common sense; do not operate vehicles outside parking area and road. Recognized Mike Laughlin as 2009 IMAC Challenge Contest Director and thanked Mike for providing coffee and doughnuts for business meetings. Bob noted fresh locks have been placed on storage containers. Carlos Bonechea to continue maintenance of field equipment.

### Old Business

Bob suggested a discussion of modification to the new dues structure.

A motion by Mike Cipoloto, seconded by Alex Chan, to lower dues on members over 65 to \$100 passed. Eligible AMPS members will be billed the regular full membership amount unless they request this exemption.

**Servos, con't on page 3**

## Thoughts on Volunteers and Complainers...

-by Vicar Hernandez

The last few weeks have been very interesting at our club. With the installation of the new pit shelters, we have finally completed the new runways project. Although there are still a few small loose ends, for all practical purposes the project is finished!

This brings me to my first point. I want to thank everyone that has, in one way or another, helped bring this project to completion. Like this one, many other club projects have been successful because of the dedication of a group of members that always say present and a few others that show up every once in a while.

Our club membership is usually 200+ members but only 15 to 20 members consistently help when called for. This is a flying club and I do not blame anyone for not volunteering to do hard work. That is why is called volunteers, one does it because one wants to, there is no membership requirement. Please take the time to say thank you to those members that work hard to make our club what it is, the best flying club in South Florida!

Now let's talk about the second group of members, the complainers. This is a small band of people that complain about everything; most of the time these people complain for the sake of complaining. They do not seem to be aware of what is going on but are always ready to express their opinion.

A couple of weekends ago I was confronted by a member complaining about the new runways. He said that this project was ill conceived and executed by a small group with an agenda and without membership approval. He was correct and at the same time very mistaken. The field committee (a small group with an agenda) presented the membership with a plan and the membership accepted it. Every step of the way the committee has presented its recommendations to the membership and the membership has agreed. By the membership I mean those members that take the time to attend membership meetings and vote.

When was the last time that you read the newsletter, visited the website, attended a club meeting, or took the time to talk to any of the club officers to learn more about what is going on in our club? I understand that many people have a very busy life and cannot always attend meetings. When I look at the statistics of the emails sent to members I can see that less than 40% of the emails sent are actually read. The website statics follow a similar trend, for what I can see most visits to the website are by non-members looking for information about our club.

In conclusion, if you want to complain, get involved by participating and taking the time to formally express your opinion. Attend meetings, read the newsletter, visit the website, talk to the club officers, educate yourself before making unfounded comments. Become a volunteer and participate in club activities...

<u>Club Management</u>	<u>Flight Instructors/Check Pilots</u>	<u>Sponsors</u>
President: Bob Cox	Chief Instructor: Mariano Barrios (305) 383-6239	Crown Hobbies
Vice President: Butch Wenrich	Instructor: Rey Mesa (305) 388-5564	7439 Coral Way
Secretary: Chris Hogan	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	
Newsletter Editor: Chris Hogan	Check Pilot: Mike Cipolato 305-274-3835	Warrick Custom Hobbies
Webmaster: Vicar Hernandez	Check Pilot: Tony Fandino 305-693-1374	7676 Peters Road
	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), \$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		
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**

A member of AMPS whose' name is Aaron,  
Brought his new model out for an airin'.  
Then heard that old dreaded sound,  
When his plane hit the ground,  
And all caused by plain old pilot errin'.

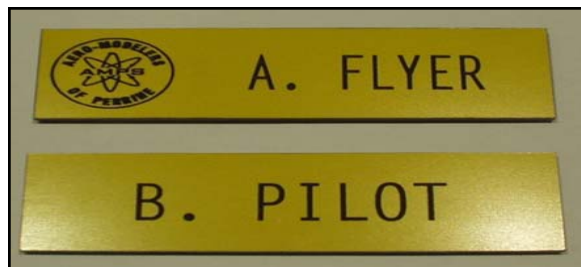
Club required frequency pins are now available with or without the club logo. The standard pin is \$5.00 and it includes your first initial and last name. Now available also is the one with the club logo which can be engraved with your first initial and last name for a cost of \$10.00. Please email the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

The third Dentist to join AMPS, Ed Merino,  
Is a master with his 3D machine. Oh  
He loves to fly slow,  
And hover quite low,  
But backed up one inch too far, with his air show.

One of our new AMPS, Gus Cosio,  
Started flying just ten months ago.  
He watched some IMAC,  
Thought he'd give it a crack,  
And since then, his interest did grow.

When Harry put his plane in "The Jungle",  
John Smith,  
Proved a mighty good man to be with.  
Despite ten feet of growth all around it,  
John went out and found it,  
Proving "hopelessly lost" to be, just a myth.

We wish good luck to our friend Gordon Banks,  
Who is retiring from the Publisher's ranks.  
He played nice and clean, with his fine magazine,  
and well deserves modelers' thanks.



**Servos, con't from page 1**

The motion tabled at the Jan. meeting to modify the wording of AMPS by law article 11 to include "under unusual circumstances an expense may be approved by a majority vote of the BOD if such a need is clear and present prior to the next business meeting" passed.

Report on field improvement by Bob. On Jan. 17-18 the pilot station pads will be moved and the protective shrubs replanted or replaced. Planting of Gumbo Limbo trees. On Jan. 24-25 the new shelters will be anchored and installed.

Runway buffer areas to the west and north of runways will be 100' wide. Cost to AMPS for Mike Hunt to

**Servos, con't on page 4**

### Servos, con't from page 3

bush hog and disk this approximate five acres is \$400. A **motion by Tony Fandino**, seconded by Harry Hawthorne, to purchase this improvement passed.

IMAC challenge on Feb. 21-22 will have dual administration. Contest Director Mike Laughlin will have land-side administration. Mariano Barrios will administer flight line operations.

Aerofest update by Contest Director Nick Capone. This year aircraft of all sizes will be welcome. Nick plans to set the dates for AMPS Aerofest in April or May to ensure against conflicts with other events.

### New Business

Mike Cipolato appointed 2009 Safety Officer.

Bob suggested discussion on AMPS further ownership of Gator field maintenance vehicle. Noted were the amount of the machine's depreciation to date and repair needs. A **motion by Mike Cipolato**, seconded by Alex Chan, to keep the Gator passed.

Finally, AMPS extended gratitude to Mike Ball for new field entrance signs and Steve Steinbring suggested simplification of future Treasurer's reports.

Meeting adjourned at 8:45.

A donated Guillows B-25 kit was raffled off and won by Gary Schneider. The 50-50 cash raffle was won by Cliff Root.

### Plugs, con't from page 1

that cows would be afraid of those noisy little airplanes, but I'm here to tell you that they get used to the noise after a time. We had to keep chasing those cows off the runway just to land. Now cows aren't the smartest animals in the barnyard and when you try herding them they must figure that the grass you're moving them from is the best in the pasture. They just kept coming back to that short grass on the runway. Now this friend Jon is a big fellow. He stands 6'4" and must weigh near 300 lbs. and at the time he was near 50 years old. To watch him chasing those cows off the runway is an image that will be forever burned into my brain. As silly as the situation was and no matter how rough that cow pasture was the thing I remember most about that day was the fun we had.



Another interesting flying location comes to mind while writing about the past. Every year a group of us would make the two hour trip to Crescent, Indiana for the IMAA fly in. What made this runway so special wasn't how rough or smooth it was but its size. The location was an old Army Air force training base. The runway was concrete that measured 1 mile by 1 mile square. You couldn't fly far enough away to keep from crashing on concrete. Nothing is more unforgiving during a crash than concrete and most crashes cost you an engine. If you were lucky you might salvage your radio equipment but the engine was usually a write off. Luckily, I never crashed an airplane there, so generally my memories of the Crescent fly in are good ones.

In all my years of flying model airplanes I've had to have made thousands of takeoffs and landings on some of the worst and best runways. Maybe the memories have gotten fussy around the edges but to my recollection, none of those runways were as good as what I'm flying from now. Our new

Complete info at <http://fantasyofflight.com>

Plugs, con't on page 5

## Plugs, con't from page 4

runways are what most pilots' dream of when they sleep at night. They're smooth, have short grass and are twice the size of most model runways. Of course having hundreds of acres of open land to fly over doesn't hurt either.

Remembering all those runways I've flown from and their conditions make it easy for me to appreciate the runways I have to fly from now. Unfortunately many of our membership have never had the opportunity to take off from any runway but ours. They don't have any others to compare to and realize how luck they really are. They complain that the runway is too small, too far from the parking lot, to close to the power lines, to close to the bunch grass, should be asphalt and any number of other complaints.

I and the other board members as well as several volunteers have worked the last three weekends trying to finish up the new flight lines and pit shelters. The club is now using the new runways. Since the move to the new runways, I've been constantly regaled by members that have one complaint or several about the new facilities. Now maybe no club will ever have the perfect setup that will satisfy every need and desire of the pilots who fly, but I find it hard to believe that ours is that bad. So why do these members continue to complain? After considering that question long and hard, I've come to just two conclusions. One: these members are just the type of personality that always sees the worst in all things. Two: our facilities are just so well suited to our needs that we've actually developed members that will accept nothing short of the best. Possibly, the answer is a little of both but I will choose to believe that the second is true.

It may seem strange but now you will understand why when you come to me to complain about our new runways, I will thank you for the complement. Now this doesn't mean that I won't take any suggestions seriously. I realize that all our members want our facilities to be the best they can be, so if you have a complaint or a suggestion, please let me know about it. I will take all suggestions seriously, but, I have a tendency to ignore complaints. So be careful how you present your suggestions, it's a very short step from suggestion to complaint.

On the other side of this subject are the members that are content and realize what they really have. They are the members who have volunteered to help with the construction of the new runways, flight stations or shelters. This isn't to say they are totally happy with every aspect of the project but maybe they see it as an improvement. Of course there are those who volunteer because they see it as something they should do as a service to the club.

Thanks to all those members who have volunteered the last three weekends. Your help was very much appreciated. I've tried to thank all of you personally but if there was anyone I missed, please let me thank you now. You are the members that form the backbone of this club. Although those weekends where a lot of work, I had a lot of fun as well. Thanks again.

One important thing to remember is that the runway project is not yet complete. Most "suggestion" I've gotten lately will be addressed before the project is complete. It will most likely take another month of weekends to have all the little details taken care of. So please take this into consideration before you come to me or another board member about your concerns. When it's all finished, I think most concerns will have been addressed. In the mean time, enjoy our facilities and enjoy your flying.

Clearing area  
for installation  
of flying pad.





Above, flying pad ready for installation and below the completed flying stations on the North-South runway.





New shelters, above on East-West, below North-South.

