



**President's  
Plugs**

by  
*Wally Crichton*

Wow! A whole issue of Printed Circuit just devoted to AeroFest '03. As editor, I really appreciate it when members takes the time to write something, but Nick Capone went above and beyond and wrote a nice long article filled with rich detail, I'm sure all of you are going to enjoy!

Those of you who don't get to the field very often will notice that the northeast entrance to our field has

been closed. There are two boat hulls across the opening and the road south to the berm has been planted. This is a clear sigh the farmer doesn't want us using this road. It's best if we all just get used to using the west road by the highline wires. It's a little longer, but it's in pretty good shape and we don't have to worry about upsetting the farmer.

On a related subject, it looks like the farmer has planted a summer ground cover crop surrounding our field. If this is what it looks like, it's a tall grass similar to the Elephant grass that grows along the berm. In other fields I've seen, it gets over six feet tall and the blades, like most grasses, are razor sharp. It's planted really dense, so when it gets tall, if we have a plane go down in there, I'm afraid that's the

last we'll ever see of it. To make matters worse, anyone foolish enough to go in without protective clothing will risk getting badly cut. I consider this a greater hazard than the sprinkler system ever was and I'm really concerned about what to do about downed planes. I'd be interested in hearing other thoughts.

Again, please limit your flying to the west. We've been getting complaints, so don't fly over the houses that are just west of the highline wires. Most of us don't fly that far, but with the larger airplanes it's easy to misjudge. Also, if you have a noisy engine consider quieting it down. I suspect it's more the noise that's bothering people than the planes flying over.

See you' all at the next meeting.



**Secretary's  
Servos**

by  
*Rick Pellecchia*

**MINUTES APRIL 2003**

- Meeting called to order at 8:15 PM
- Meeting adjourned at 9:30 PM
- The minutes were accepted as printed in the Club Newsletter.
- Treasurer's report for March was read and accepted

**OLD BUSINESS**

**AEROFEST 2003:** Nick Capone and Mike Laughlin gave post event briefings. Excellent turnout. He also is open to suggestions for improvement for next year's event. Tentatively, we are looking at a date sometime in November. Nick also thanked those members who assisted him. Mike contributed much of the great showing of the public to the "spread" that appeared in the Miami Herald's Neighbors section. We also were able to get the word out

to the public in the Club's participation in the "Children's Alley Booth" in South Miami last month.

**AEROFEST 2003 P&L:** Secretary/Treasurer prepared the P & L statement for the event which reflected a net profit of \$298.13.

**WINGS OVER MIAMI:** This year's event will be held on Memorial Day weekend at the Tamiami Airport. The facility was formerly that of the Weeks Air Museum. They would appreciate AMP's participation in providing aircraft for static display. Please contact Vicar Hernandez or Mike Laughlin if you are interested in participating.

**NEW BUSINESS**

**PARK FLYERS:** Mike (Chip) Cipolato brought to the Club's attention what seems to be the continuing problem regarding the safe operation of "Park Flyers". He suggested that we revisit the current practice of having the Park Flyers use the inactive runway because it is now interfering with helicopter operations.

**PARK FLYER OPERATIONS:** It was agreed that effective immediately, all Park Flyers will now follow existing fixed wing and AMP's Field Rules pro-

cedures currently in effect. The operation of any "Park Flyer" aircraft on Club property is limited only to Club Members and their guests who also must be AMA members, and accompanied by the Club member during any flight activity. Park Flyer aircraft are not toys, and must be flown safely so as not to present any danger to personnel or property.

**LET'S BE GOOD NEIGHBORS:** Mike Laughlin was approached by a Mr. Nelson Hernandez at 17201 Southwest 205<sup>th</sup> Avenue (his property is located west of the power lines), and complained to Mike about the noise and over flight of aircraft. Please refer to Wally's article above and on the AMP's website concerning this matter.

**FUN FLY, HELOS & PARK FLYERS:** Chip and Vicar are putting together a fun fly event for helicopters and park flyers. Stay tuned for details.

**FIELD INCIDENT:** Nick Capone reported that after the completion of the Aerofest event, late Saturday afternoon, a person who turned out to be a non member and non English speaking, attempted to fly his aircraft, and promptly crashed it. Club member

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

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Richard Frerrer was able to question the individual, and it was determined that he did not know that he was trespassing on private property. Nick is going to have language (Spanish) drafted up, and obtain pricing for signs to address this problem.

**MEMBERSHIP**

Let's extend a warm AMP's welcome to the following new members: C. Justiniano, D. Justiniano P. Perez, and E.J. Perez. A. Acosta, J., J. Lagares, G. M. Lalinde, A. Lalinde, , R. Rainey, and R. J. Rios were scheduled to be voted in, but failed to show up for the meeting.

The following Associate Members are due to be voted into the club at our next meeting on April 10, 2003: Athbi Alsabah, and Alex Martinez. 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 **May 8, 2003** will be: **\$67.00**. 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:** 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.

# AMPS AeroFest '03

## Excitement Over South Dade

by Nick Capone

On Saturday, April 5<sup>th</sup>, the Aero-Modelers of Perrine conducted their annual Big-Bird Fly-in, renamed AMPS AeroFest 03'. This year we decided to limit our event to one day. From the many positive comments received, we will consider this in the future. Once again our event turned out to be a huge success with 28 registered pilots representing four counties. This matched the amount of pilots from last year, although spectator turnout well exceeded that of previous years.

The weather gods were apparently shining down on us this year with clear skies and a steady 15-knot wind right down the runway. This weather continued throughout the day and really provided our pilots with ideal conditions for flying their giant-scale airplanes. Field conditions were absolutely perfect because of the efforts of our field engineer, Frank Drewniany. Out of town for two weeks and via cellular phone, Frank arranged having our entire field manicured and the access road graded.

In addition to the great weather and perfect field was the fact that after two years, the sprinkler was moved to the North end of the farming field. A big thanks goes out to Mike Hunt who negotiated the relocation with the farmer.

Pilots began arriving at 8:00 am and were greeted by Loretta Westphal and Charlie Driggers in registration. Both Loretta and Charlie kept busy

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**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, **Carlos Zuniga** — (305) 856-4157  
 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**

<b>Crown Hobbies</b>	<b>Hobby Nut</b>
7439 Coral Way	12679 Dixie Hwy
(305) 264-3964	(305) 235-9584
<b>Pro-Scale Models</b>	<b>Warrick Hobbies</b>
13912 SW 139th Ct	7676 Peters Road
(305) 234-9939	Ft Lauderdale
	(954) 424-0604

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 **Pro-Scale Models, 13912 SW 139th Court**.

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**

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all morning with distributing the necessary forms, accepting fees, and pro-



**Loretta Westphal worked registration distributing forms and accepting fees.**

viding the pilot packages. This year we provided additional pilot "goodies" which included a complimentary lunch coupon, grand prize raffle ticket, building adhesives and a personalized photo of the pilot and their plane. Gracious donations from Frank Tiano of FTE and Hobby Nut allowed pilots and staff members to receive CA glue, CA Kicker



**Vicar Hernandez, working hard in the transmitter impound area (Ho Hum).**

## Memorial Day Extravaganza

May 24th & 25th—10am to 4pm

Watch formation flying by military aircraft and experience the sights and sounds that are aviation history. AMPS Model Club to provide static model display and flying demonstration.

Wings Over Miami Museum  
Tamiami-Kendall Executive Airport

sprays, and other building adhesives. After an exhausting run of 28 pilots, Vicar Hernandez and AMPS veteran Smitty began to feel the impact as they conducted business in transmitter impound. As in past years, Vicar's organized style allowed this function to operate smoothly, as no delays were encountered throughout the day. Aircraft inspections this year were simplified by utilizing the IMAA self-inspection guideline, which basically allows the pilots to perform their own inspection; thus determining their plane's flight readiness. Our staff simply asked questions pertaining to charged batteries, cracked propellers, loose hinges and for an external engine kill switch.

Before any flying got underway, we



**One of the ultralights readies for take off from the east/west runway.**

were greeted by a visit from Bob Musgrove and the members of the Light Aircraft Flyers Association (LAFA). Based out of South Dade, this group of ultralight and experimental aircraft pilots regularly attend many aviation exhibitions throughout South Florida displaying their aircraft and promoting the flying of these specialized machines. AMPS provided an area with electrical power so that LAFA mem-



**Mike Piotrowski provided the Honda generators that gave us electrical power all day.**

bers could promote this aspect of aviation. Thanks to member Mike Piotrowski and son James for providing those super quiet Honda generators and hooking everyone up with juice.

Model flying quickly got underway with our President, Wally Crichton, at the microphone. Year after year Wally does a magnificent job of verbally painting a picture of all activities taking place. As in previous events, the guys from Coral Springs and Port St. Lucy (known as the Misfits) took to the air. From my travels to various events throughout the state, I can tell you these guys are a lot of fun to be around. Next time you see them, ask about their night flying. Believe me, it's a whole new concept that you've got to see! Every year we welcome these guys because they come to fly and fly they



**Paul "Limey" Rice and this Top Flight P-47. Paul lives in Lake Worth, Florida. Photo by S Salony**

do! Paul Rice was first to take off with his Top Flight P-47, followed by Dean DiGeorgio with his AD-6 Skyraider. Mike Cipolato (Chip) ran his 37% Godfrey Extra 300L through its paces.



**Mike "Chip" Cipolato with his 37% Godfrey Extra 300L Photo by S Salony**

Then Gerry Arcia and Gus Corp masterly commanded their beautiful Edge 540T's through the routines. Other AMPS members who participated in early flying included Jorge Droguett with a Laser 200, Tom Caldwell and his clipped-wing J-3 Cub, Bill Bishop with a Great Planes Tiger Moth and giant-scale newcomer Scott Driesse

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 with his 27% Super Stinker bi-plane. One incredibly large model that stands out every year was John Mitchell's 40% Carden Extra 330, powered by a DA-



**Above, Gerry Arcia and middle, Gus Corp and their Edge 540 T's. Next to bottom, George Droguett with his Laser 200. Bottom, Scott Driesse and his Super Stinker. Photos by S Salony**

150 twin-cylinder engine. John's flying and craftsmanship abilities are something to behold. Do yourself a favor next time. Take a moment to study John's knack for meticulous detailing! Following John's flight was a new pilot to our field, Alex Menendez from Naples. Alex flew his 35% CAP 232 through a dazzling routine that was equally impressive.

Throughout the early flying and well into the afternoon our raffle personnel kept extremely busy selling raffle tickets to both registered pilots and spectators. Paul Gast and his wife Annette sifted through the crowd of spectators, while Michelle and Kelly Mitchell managed the pilot raffle table. Because of their hard work and the at-



**Above, Tom Caldwell and pit man pose with their 1/4 scale Cub. Middle, is Bill Bishop and his Tiger Moth. Bottom is John Mitchell with his Carden Extra 330. Photos by S Salony**

tractive selection of prizes this year, they were able to sell hundreds of tickets.

With noontime fast approaching, the concession area really started to



**Above, left to right, Peg Crichton with Maribel and Richard Ferrer. Below, Ethel Bishop serves a customer. In the background you can just see Henrietta Pellecchia working at the grill.**

heat up! Richard Ferrer, wife Maribel, Henrietta Pellecchia, Ethel Bishop and Peg Crichton, using three grills, prepared food, snacks, beverages, and condiments. By 3:00 this cooking team sold several hundred burgers and hot dogs, along with twelve cases of water and soda refreshments. By the end of the day all food and drinks had been sold out! This was the first time in recent years we haven't had leftovers at the end of the event. Well done guys!

Noontime festivities soon became underway with Wally and co-CD Mike Laughlin announcing the activities to the anxious public. Included this year was a model tow/glider team from Naples. Veteran pilot Joe Casey flew his tow plane, a 1/3 scale Piper Super Cub powered with a 3W-100 twin. This engine made short work of towing, as it effortlessly pulled Mike Popescu's 25 lb., 175" Minimoa glider up to the clouds. If anyone has ever tried this aspect of modeling you know how tricky it can be to successfully tow these gliders up to soaring heights. These guys made it look easy and

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really put on quite a demonstration.

Immediately following this presentation came my personal noon time favorite, the Warbird Gaggle. This gaggle



For one of our noon time events, Joe Casey, below, flew his tow plane, a 1/3 scale Piper Super Cub and towed up Mike Popescu's 25 lb., 175" Minimoa glider, above. Photos by S Salony

is basically a follow-the-leader or crude formation flying in which warbird pilots attempt to mimic the flying characteristics of our World War II aviators. If anyone had never seen this they were in for a treat. I know it gets my blood flowing having numerous 1/5-scale warbirds flying side-by-side or performing chaffing fly-bys. I say numerous because the actual numbers of flying participants vary. Many events I attend often exceed 10 planes, (this year's Top Gun demonstration had 16!). With that number of airborne models,



Kelly Mitchell, above, and her mother Michelle worked the pilot's raffle all day and sold many, many tickets.

is obvious that safety now becomes the primary concern. The pilots must solely rely on their spotter to view ahead of the field for obstructions. And unfortunately, planes do occasionally come in contact with one another, as the case with my highly detailed Stuka dive-bomber. Many of you may remember it from last year. Well, in true fashion, it was fatally shot down last May by an Allied fighter. A newer and improved version will soon terrorize the skies this summer!

This year's gaggle included seven warbirds, representing the United States, Great Britain, Germany and Japan. Taking to the air was Paul Rice's Top Flight P-47, Dean DiGeorgio and his AD-6 Skyraider built from Ziroli plans, Jose Gutierrez with his Yel-



Contest Director, Nick Capone with his brand new 1/5 scale AM-1 Skyraider. Photo by S Salony

low Aircraft Spitfire MKVII, Bill Vollmer with a Top Flight P-51 and a gorgeous P-47 Thunderbolt built by Fran Arrigo. Constructed from another Top Flight kit, this particular scheme named "Miss Beehaving" is modeled from the full scale restoration in which Fran personally maintained while employed at Chino Air Museum, California. Finishing off the lineup were the Axis planes or "bad guys" as were often referred too. I flew my trusty old Mitsubishi A6M5 Zero. Built back in 99', it's flown at dozens of Fly-Ins throughout the Southeast. Richard Ferrer flew this year with an absolutely stunning JU-87B Stuka dive-bomber, scratch-built from Nick Ziroli Plans. You may have noticed it with its sinister snake running lengthwise down the fuselage. Richard really detailed his miniature aircraft to the hilt, including such scale items as flush/raised rivets, panel lines, hatches, guns, that ominous air siren, and the delivery of five bombs. Yes,

Richard did indeed drop all five during one of his thrilling dive runs. The crowd really loved it!

From this list of warbird fliers, one can only notice the popularity of the Top Flight "Gold Edition" kits. If any members are contemplating the building and flying of a scale warbird, I highly recommend this line. Having witnessed their evolution over the past decade, I can honestly say Top Flight has really designed winners with this lineup. I'm especially fond of the larger 86" P-47 Thunderbolt, with its wide landing gear stance and generous wing area w/ washout. The increased washout allows it to be flown very slowly, while maintaining full control. In addition, there's a ton of documentation on this bird allowing the builder an endless selection of schemes to choose from. If construction inexperience concerns you, Top Flight includes an easy to follow instruction manual packed with building photos and tips. I also know of several Internet websites that are specifically dedicated to the construction of these kits. Intermediate building and flying skills are required but certainly within the realm of the seasoned Sunday flier. Scale model building and flying can be a very satisfying and rewarding experience to all modelers. Just ask my wife who claims it's an obsession. I believe she's right!

Next on the noon time agenda was



This year the noontime candy drop was done by this ultralight. The candy was released from the white tube by the pilot's leg.

our candy drop event. We had a slight change of plans this year, in which Bob Musgrove from LAFA did the honors of candy dispensing out of his ultralight

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aircraft. Several dozen youngsters were directed to line up along the pit area, and as the ultralight flew by, 20 lbs. of treats were dropped. Once the plane cleared, the rush was on! I'm confident every kid received his or her share of goodies, especially with Tom Schur hand tossing more on the ground for those youngsters who were bulldozed by their older counterparts.



*These models are being staged for the noontime spectator viewing. This is something we do every year and the public really loves it.*

We finished the halftime demonstration with open spectator viewing of all models. Part of our judging criteria this year included a voting ballot for the public to fill out. Every willing spectator was given a ballot card and a pencil in order to vote on their favorite airplane. This really proved to be a success as our assigned judges have quite a diversified selection of votes to tally for the People's Choice Award.

The flying portion of AeroFest '03 now resumed and continued into late afternoon. Much of this time was spent observing Dean DiGeorgio fly his AD-6 Skyraider three inches from the ground! No kidding. Even Wally, our

PA announcer, commented on these daring maneuvers. Thrilling to say the least, and certainly not possible had the sprinkler remained in position.

At 4:00 we announced the conclusion to all flying in preparation for the award ceremony and the raffling off of the many prizes John Mitchell and Mike Laughlin were responsible in obtaining. These gracious donations were provided by manufacturers and distributors such as: Frank Tiano Enterprises, Warrick Hobbies, R/C Hobbies, Crown Hobbies, Hobby Nut, Desert Aircraft, Robart, Carden Aircraft and Dubro Products. As a result of John and Mike's diligence, we provided all pilots with some gift or award. One especially cool gift and one that really surprised the pilots was from the efforts of members Steve Salony and his wife Melissa. These two spent the entire day preparing for every registered pilot to receive an attractive photo of themselves and their model, all set inside a professionally created photo frame. To really set the photos off Steve and Melissa imported our AMPS logo into the background. All of us were very, very impressed with this deed.

Additional awards were presented in the form of seven plaques. This year we added a Best Sportsmanship award that went to Paul Rice for his flying participation and determination in repairing his earlier crashed airplane. Other categories included Best Civil-

ian, awarded to Tom Caldwell for his clipped-wing J-3 Cub. Alex Menendez of Naples won Best of Show, for the flying of his CAP 232. Kevin Knebel of West Palm Beach took home the Best Flight plaque. His performance with his Gee Bee Model Y really impressed the judges. Best Sport was awarded to John Mitchell on his outstanding 40% Extra 330. I surprisingly won the Best Military award for the static display and flight of my new AD-1 Douglas Skyraider. The judges really liked that bomb release. Talk about deadly on impact! And finally, Richard Ferrer took home the People's Choice award for his JU-87 Stuka. Again, the crowd enjoyed the wailing siren while diving and releasing those multiple bombs.

In conclusion, a great thanks goes



*Here Tom Wulff, left, and Jim Blinco take a moment from parking duties to pose for a picture.*

out to all AMPS Officers and staff volunteers, who selflessly devoted their time to help in the necessary duties required for a successful event. Of those mentioned earlier I also like to extend thanks to our parking crew which included Jim Blinco (again this year), Gus Corp, Drew Hartmann, Jorge Droguett and Tom Wulff; Paul Giardelli - equipment setup and breakdown, Bill Lancaster and Rick Pellicchia for judging, Harry Hawthorne- trash collecting and disposing, Tom McGraw for the great photos, and Peg Crichton who, after everything was over and done with, walked our entire field picking up remnant trash.

Mike Laughlin and Wally Crichton - none of this event's success would have occurred without your dedication to the Aero Modelers of Perrine.

Let's make next years AeroFest 04' the best to date!



*Each year, after everything is done, we try to get all the workers in one place for a group picture. This year we did better than usual and got most of them. Can you find yourself?*