

PRINTED CIRCUIT

AMP'S Monthly Newsletter

May 2005

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Aero Modelers of Perrine
An AMA Chartered Club



Volume 46 Number 5



President's Plugs by Mike Laughlin

I would like to start off this month's newsletter with a warm farewell to our past president Wally

Crichton, along with his wife Peg who will be moving up to the Tennessee Mountains. I have known Wally from when he first joined AMPS, and volunteered to run the parking detail at our first Big Bird event. He continued to serve the club as Newsletter Editor, Vice President, and President. His help for others, love for the hobby, and endless efforts to make this organization what it is today, is true testimony to his continued valuable service. I wish them health, happiness, and prosperity.

As an old Irishman once said: "May the wind be at your back, and your sails always full"

May your flying be steady, and your landings always soft.

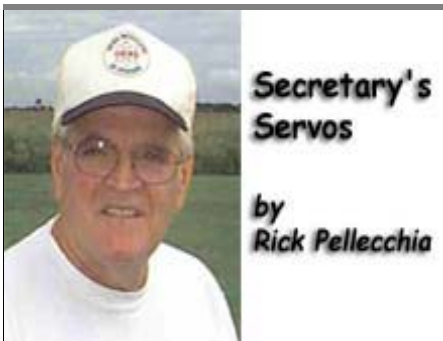
We are still on schedule with our field improvements. I have heard

many members asking what will be next on the agenda? We will have an update from our Field Engineer Bob Cox at our next club meeting.

In this month's "Model Aviation" magazine there are several articles about giant scale aerobatic building tips, and selecting your first ARF trainer, along with a few other articles of interests.

I have been in contact with our fellow modelers in Broward County, specifically members of four Clubs that fly at Markham Park. I requested advanced information on future sanctioned events to be sent to our events coordinator so we can avoid having any conflicts with our major events,

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Secretary's Servos by Rick Pellecchia

MINUTES APRIL 2005

- 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 April 2005 was read and accepted
- Introduction of guests

OLD BUSINESS

WORK DAY: We plan a work day

at the field on Saturday, April 16, 2005 to clean out the Sea Container; we also plan to install shelving and get things organized inside. Contact is: Vicar Hernandez (VicarH@amps-rc.com).

AEROFEST 2005: Nick Capone gave us a review of the event. Unfortunately, the weather was a definite factor on the low pilot and spectator turnout. Another problem was the lack of media coverage which may have been affected by the IMAC event the previous month. We agreed that Aerofest is the Club's premier and show case event, and that scheduling of other events should not compete with Aerofest. It was also suggested that we perhaps move the event to Sunday, or go back to a two day Saturday and Sunday schedule. We also talked about moving the event to November. Nick is the most qualified individual to address these ideas as he interfaces on a regular basis with

his counterparts of large aircraft from other Clubs. Nick will report back to the membership at a later date regarding these matters.

FIELD MAINTENANCE: Field Engineer Bob Cox gave an update on the restoration of the sprinkler system. He is in the process of replacing the pump that was stolen some time ago. He should have the system up and going next month. Bob also is in the process of obtaining price quotes to replace the current "chicken wire" fencing with chain-link; included in the quote will be provisions for installing one four foot and one eight foot gate along the East/West runway, and one eight foot gate along the North/South runway.

FOURTH OF JULY PICNIC: Event Coordinator Vicar Hernandez has suggested, and the membership

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Thursday Night is Club Meeting Night at Continental Park clubhouse — Starting Time... 7PM!

(Plugs, con't from page 1)

as we have experienced this year. I also agreed to provide them a list of our sanctioned events in an effort to support the various model aviation activities in South Florida.

This time of year is very hectic for me as I have survived these past years as a parent of two teenagers, My oldest is a senior this year and I am extremely proud of her being accepted into Dartmouth College in Hanover, Hew Hampshire. My son still has two more years of High School, and then he will be off to college. All I can say is time goes by so quickly.

I hope to be out flying soon.
See you at the field!!!

(Servos, con't from page 1)

concurred that the Club will provide at no charge food for all members and their immediate family. All other guests will be asked to provide a donation of \$ 5.00 per person.

SWAP MEET: Vice President Tom Caldwell is still trying to confirm a site that would be suitable to hold the event. Tom will coordinate with the BOD to confirm a location. Stay Tuned.

NEW BUSINESS

DEDICATION & RECOGNITION OF SERVICE: As all of you know, past President Wally Crichton and his family will be relocating to Tennessee next month. In recognition of his service to the Club a motion was made by Tom Caldwell and seconded by Alexander Chan to the following. The

Club Officers and their wives will take Wally and Peg out to dinner. Additionally, Tom has proposed that the main shelter will be dedicated as the "Wally Crichton Pavilion" complete with a plaque honoring Wally.

ARCHIVES: Webmaster Vicar Hernandez is in the process of creating a Club History in pictures. So if you have any old pictures of activities, antics, whatever at the field (100th Street, Lindberg's Landing, the Potato Patch, and of course our current location), please get them to Vicar. This is not going to be an easy task, and we all owe Vicar a debt of gratitude and support in getting him a good start on this very ambitious project.

WORKSHOP: The Club's resident "War Bird" expert scratch builder Nick Capone, showed, and wowed the membership of his latest creation a

(Continued on page 3)

Right, Raul Arrese hovers a 40% Extra 330S while facing the belly.



Above, Raul practices hovering with his 4.5 oz. Micro Yak in his living room. This is what I call dedication!



Club Management

President — **Mike Laughlin**
Vice President — **Tom Caldwell**
Secretary Treasurer — **Rick Pellecchia**
Safety Committee Chairman — **John Mitchell**
Field Engineer — **Bob Cox**
Check Pilot, **John Mitchell** — (305) 388-2763
Event Committee Chairman — **Vicar Hernandez**
Chief Instructor — **Bill Bishop**
Newsletter Editor — **Chris Hogan**
Web Master — Vicar Hernandez

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) 971-9113
Instructor, **Rey Mesa** — (305) 388-5564

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
Wwrrick 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 7:00 PM every Second Thursday of each month at **Continental Park Clubhouse, 10000 SW 82 Ave.**

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**

(Servos, con't from page 2)

beautiful FW-190 (the third in his war-bird collection). Nick answered member's questions regarding the assembly and finishing of this beautiful aircraft.

NEW CLUB INSTRUCTORS: The Club would like to thank and welcome Gus Garcia and Juan Vallejo to the Club Instructors ranks. Their certification comes at a crucial time as we began to wait-list members who needed flight instruction. Their addition to the instructor ranks will fortunately clear the wait-list.

MEMBERSHIP

Let's extend a warm AMP's welcome to the following new members: A. Alarcon, W. Buchanan, G. Garcia, O. Gauntlett, H. Martinez, G. Matos, C. Meray, R. Perez, J. Rivera, L. Teape

The following Associate Members were scheduled to be voted in, but failed to show up for the meeting: D. Lopez, D. Lopez, C. Schott, C. Thompson, and C. Thompson II. These individuals having not contacted any of the Club Officers, nor their sponsors are dropped from the membership roster, and will have to re-apply for membership at a later date if they

choose to re-join the Club.

The following Associate Members are due to be voted into the club at our next meeting on May 12, 2005: F. Basulto, J. Basulto, L. Bosch, A. Gutierrez, K. Mustapha, A. Soto, P. Tronge, and F. Vittoni.

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 May 12, 2005 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 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.

*Hogan's Hangar
by Chris Hogan
Editor, "Printed Circuit"
HgnHgr@aol.com*

Electric powered planes are a new challenge I am enjoying. Looking at the ads online and in print it's apparent many others are also. For me, it was lightweight lithium polymer batteries and powerful brushless motors that brought electric airplane performance over my horizon and right up my nose. I am hooked big time.

I learn best by screwing things up until my personal experience shows what works and what doesn't. Of course I could ask someone like Herm Perez who already knows, and do electric planes right the first time, but that is not the Irish way.

The first thing I learned was that gearboxes, particularly the polycarbonate type, are fussy abominations that really need a copper jacket hollow point round applied from in back of their spur gear from a Smith and Wesson applicator. Ha-ha just kidding! They remind me of "turbo charged" car engines that are supposed to make cars with small engines go as fast as cars with big engines; I never did find any substitute for cubic inches. I am now repowering my Mini Funtana with an AXI brushless outrunner. It weighs a little more than the E-Flite Park 400 and GB but is a direct drive setup which could do wonders for my mental health by working most of the time.

I need to know how much power this simplicity costs. I will measure this with an Astro Super Whatt Meter and tell all next month.

FOR SALE**Club Tee Shirts & Hats**

Tee Shirts: Small to Extra Extra Large! \$15

Hats: One Size Fits All! \$5 & \$6



**See Vicar Hernandez or go to
<http://www.amps-rc.com/TradingPost/AMPSWear.html>**



Leidner's Roasted Limericks

Pilots Peter Perez and Raul Arrese,
 Flew their electrics together to-day.
 They gave their planes fits,
 Like a couple of twits,
 Having a High Alpha romp in the hay.

European import, Wolfgang Marlebach,
 Wished to become an American Jock.
 So he did the thing,
 That put the "DING" in landing,
 Coming in so hot that it knocked off his sock.

Chris Hogan and Sergio Schinoff,
 Had a meeting, they can now spin off.
 On Sunday the pair,
 Had a mid-air,
 Of which both were lucky to grin off.

In the 60s, Carl, taught his kid,
 Jeff Johnson,
 To fly, thus, his name, should be Carlson,
 And this son of a gun,
 Has had more fun in the sun,
 Than you could in the state of Wisconsin!

Aerofest 2005 by Nick Capone



Wicked Weather Withers AeroFest 05'

On Saturday, April 2nd, the Aero-Modelers of Perrine (AMPS) conducted their annual showcase event, AeroFest 05'. As in past years, AMPS members devoted countless hours in the planning, development and execution to assure all AeroFest pilots and the general public, would be given a memorable modeling spectacle; one that has become a "must attend" model aviation event in South Florida. Unfortunately Mother Nature had her way on this day, not allowing us to fulfill our vision of conducting our best giant-scale event to date. Regardless of the unforeseen weather conditions, AeroFest 05' was a true success. A success in the true word because of the camaraderie among its members and the many goals we have achieved since last year's AeroFest event.

This is a special year for AMPS – a year in which our organization took sole possession of our flying facility. We now own our field outright. For anyone that has been involved in the hobby for an extended period of time, this is quite an accomplishment and one that is uncommon, especially occurring within an urban area like South Florida. Another fact is that the International Miniature Aircraft Association (IMAA), AMA, and the many model aviation leaders throughout the state recognize us internationally.

In addition, many noticeable differences were made this year in preparation for AeroFest 05' and the many activities AMPS conduct throughout the year.

Newly appointed Field Engineer Bob Cox has made a significant impact on field improvements and in preparing the property for our modeling guests. Beautifully formed concrete pilot stations and shrub barriers now line our runways, along with a concrete pad that can support two Port-O-John units. Remember the rotted well pump cover located on the West end of the main runway? Not only was it unsightly, but a serious safety hazard for person and plane. Bob demolished the existing structure, rebuilt the underground vault and installed an impervious ABS utility box flush with the runway surface. Great job Bob!

Another significant difference in preparing for AeroFest this year was the utilization of new members for various field duties. As everyone is aware of, new members are obligated to perform 8 hours of AMPS service within their first year of membership. This newly-adopted rule worked quite well in providing the necessary manpower required to conduct an event such as AeroFest. I am proud to say that all 16 individuals I contacted arrived exactly on time and willingly accepted their assigned duties.

Lastly, our judging criteria and scoring methodology was revamped. With Rick Pellechia implementing his newly designed system, the task of scoring, tallying votes and determining winners has now become a very accurate and efficient process.

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So, the day had arrived. The day which AeroFest event officials eagerly anticipated – Saturday, AeroFest 05'. The field was prepared, drinks iced, public address made operational, Port-A-John's in place and event volunteers had their assignments. All volunteers grabbed their cup of coffee, a muffin or some delicious cookies, and headed to their assignments.

Dust started forming at the access road, as pilots with trailers began to arrive at 8:00AM. Once situated, Loretta Westphal and Sue Luss greeted them. Loretta drives up from the Keys each year to assist in our AeroFest event and wears many different hats throughout the day – the registration hat, finance hat, raffle hat, concession hat and the clean-up hat. For several hours Loretta and Sue kept busy with distributing the necessary pilot forms, accepting fees and providing the pilot packages. Every registered pilot received a pilot package that consisted of a complimentary lunch coupon, building adhesives, photo of themselves w/ airplane, and a raffle ticket. Gracious donations by **Frank Tiano of FTE** and **Warrick Hobby Superstore**, allowed each pilot and event staff member to receive a complimentary bottle of CA glue.

Immediately after registration, pilots were directed to have their photo taken by Steve and Melissa Salony. Utilizing digital imagery, and a really clever printer provided by Charlie Driggers, Steve and Melissa were able to print full color photos without the use of a personal computer as required in previous years. This really simplified the process and we hope to use this method for future AeroFest events.

Paul Giardelli, Gus Garcia and Jim Blinko then impounded all transmitters into the station. Working in harmony, these guys assured all frequencies were properly allocated. Of course, the adverse weather made the operation a little smoother than in previous years. Never the less, these guys did a great job, as they do each year at AeroFest.

Pilots were then asked to have their aircraft inspected. Recently, the IMAA has adopted self-inspection guidelines that simplify the inspection process. Basically each pilot will perform their individual inspection, thus determining their plane's flight readiness. Our inspection staff of Chris Hogan, John Mitchell, Bill Bishop and Tom Caldwell simply asked questions pertaining to charged batteries, cracked propellers, loose hinges and the use of an external-mounted kill switch. Signing and collecting forms completed the inspection process.

Before any flying got underway, and as in previous years, we 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 ultralights and experimental aircraft pilots regularly attends many aviation exhibitions throughout South Florida, displaying their aircraft and promoting the flying of their specialized machines. AMPS provided an area so that LAFA members could park their aircraft and enjoy the festivities of AeroFest.

In addition, we also had the privilege to provide parking space for the South Florida Blood Mobile. Throughout the day, many club members and spectators visited this portable lab and offered their donation.

Despite a strong Southerly wind, estimated at 25 knots, flying got underway, and would you believe it, PT-19's. Yes, several of the warbird modeler's representing the Condor's R/C club in Coral Springs, took to the skies with these 83" W.W.II Army trainers. Talk about interesting take-off and landings! Despite the strong winds, these guy's really entertained the crowd with their hovering abilities.

Our former President Wally Crichton, who has been behind the microphone for many of AMPS events, described this, and all other activities taking place, to the audience. With his vast sense of aviation knowledge and his ability to paint a verbal picture, Wally keeps everyone's attention peaked. Unfortunately, next month, we will be losing Wally to some lucky R/C club in Jefferson City, Tennessee. It will certainly be a challenge for anyone who fills his shoes. Of course none of Wally's commentating would be possible if member Mike Piotrowski and son James, hadn't provided their super-duper (and quiet) generator, along with all the necessary electrical supplies. Interesting enough, upon initial power-up, we noticed several P/A speakers were out of order. AMPS member Rick Socarras stepped up to diagnose faulty audio transformers, made repairs, and in short time everything was operational.

Several more flights would occur that morning despite horrendous crosswinds. The decision to switch runways was agreed upon by all pilots and AeroFest officials, so with some shuffling of trailers and vehicles, everything moved smoothly.

Leo Sellos then took to the skies with one of his two models, a 92" Laser, followed by his Cessna 172. Leo did a fabulous job handling the winds. Ivan Gutierrez from West Palm Beach had a quick flight with his 118" Carden Extra 330S. It's powered by a twin-cylinder 3W-150 engine, in which, if conditions are right, really pulls this model through its many aerobatic maneuvers. Paul Tirone, from Broward County, didn't fare so well though. His Top Flight P-51 snapped into the ground due to aggressive elevator throws and minimal air speed. Larry Manka from the Coral Springs Condors club flew an attractive 96" Monocoupe 90A, along with AMPS member Tom Caldwell, who flew his 86", clipped-wing J-3 Cub. Tom's Cub is powered by an O.S. 120 Surpass engine, which he's been flying for over fifteen years. We then had Condor member's Doug Smith, Paul Rice and Jonathan Huttenlocher repeating their earlier PT-19 flying demonstrations. Again, with the winds howling,

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this was a spectacle to observe. Raul Arrese gave us a brief 3-D demonstration with his 40% Extra. At 126", this is quite a model to observe performing those low-level 3-D maneuvers. Unfortunately his engine choked, so Raul was not able to thrill the audience with his flying talents during halftime.

Because weather conditions were quickly deteriorating, AeroFest officials decided to accelerate the event and begin the halftime activities earlier than expected.

All spectators were invited to come onto the runway and observe the pilot's models. In addition, they were asked to fill out a "People's Choice" ballot which identifies their favorite plane, for whatever reason they chose. In past year's, we've noticed they usually go for the scale or warbird models, especially if it has exposed guns or bombs. This theory would hold true again as Broward County's Mike Haspas won the People's Choice award with his aggressive-looking Grumman F-7F Tiger Cat. An all-composite kit from ModAire, this twin-engine fighter spans 120", weights 53 lbs. and utilizes two Brison 5.8 cubic inch gas engines. Unfortunately it did not fly, but I have witnessed it in flight and it is quite a sight to behold!

With noontime upon us, the concession area really started to heat up! Our usual master cook, Richard Ferrer, and his daughter Stephanie, along with Rosy Roque, Rodrigo Mattevi, Khabeer Mustapha, Charlie Driggers and Ethel Bishop really were pressed to deliver food in short order. Surprisingly, we sold hundred's of hamburgers and hot dogs. Had the weather been nicer, I'm confident all the beverages would have been sold also. Never the less, AeroFest Officials were extremely pleased with the concession turnout. Great job guys and gal's!

Immediately following the spectator viewing, we initiated our usual candy drop, in which a LAFA member flies above the runway and drops an assortment of treats upon waiting children. We basically simulate the Berlin candy drop made famous by the Allies following W.W.II. All candy (and we had a load of it!) had been donated by club member Kees Boukamp. Each year he comes through on our request. Thanks Kees!

Once all children had cleared the runway, we resumed a couple more flights from brave pilots. Paul Rice flew again, this time taking up his Valley Aviation Hawker Tempest. Definitely a Top Gun contender, this model spans 95", weights 45 lbs. and uses a Quadra 100cc for power. Paul really demonstrated his skills and the plane's gentle handling characteristics throughout the flight.

Weather was now deteriorating beyond what we could have imagined. Temperatures dropped several degrees, wind direction changed and extremely dark, ominous clouds began to lurk just north of our facility.

My decision was made. Let's get the raffles underway fast, and that we did.

Through the efforts of Paul Gast, Kelly Mitchell, Loretta Westphal and other's, hundred's of raffle tickets were sold to both the public spectators and the pilots.

Prizes offered at this year's AeroFest were well beyond our expectations. Mainly in part due to the extraordinary efforts of our Event Coordinator, Vicar Hernandez. Vicar's efforts assured AeroFest 05' would have a diverse assortment of prizes denoted from out-of-town manufacturers. Some of these included ¼ scale pilot busts, giant-scale plans, an attractive hardware kit, foam electric R/C models and much more. President Mike Laughlin efforts provided all the local and paid prize donations, which included local hobby shop (LHS) coupons, dining certificates from local restaurants, foam electric planes, T-shirts, hats, and an impressive grand prize item – a TopFlite giant-scale ARF P-51D. This was a \$500.00 prize that some lucky ticket holder would soon claim.

Following the raffle, we got to witness Doug Smith fly his mammoth Hawker Sea-Fury. I believe this model was built from enlarged Don Smith plans, as the wingspan exceeded 110". Powered by a twin-cylinder Quadra 200cc, she flew very well despite the increasingly strong winds. Meanwhile, many of us watched Mike Laughlin and his co-pilot Rick Socarres, prepping Mike's newest project – a Hangar 9 Sukhoi SU-31. Though classified as an ARF, as usual, Mike incorporated his own modeling talents into the scheme, resulting in an extremely unique and attractive model. With a wingspan of 97" and weighing 24 lbs, a twin-cylinder 3W-78 easily pulls her through the air. After some engine tweaking, Mike was determined to get airborne before the rains began, so he taxied out onto the main runway, began his rollout and in short time, was airborne. After a half of dozen circuits around the field, Mike set up his approach from the East. Descending right above the canal and berm, the big Sukhoi touched down to a perfect landing.

This was to be the last flight, as now the rains had begun and it was plain ugly! Many of the registered pilots had already loaded their models into trailers, where I simply threw a huge plastic "Circus" tarp over all four of my warbirds. After help from others in securing it, I went about business again.

Now everyone had crowded inside the covered pit area, awaiting for those dark clouds to pass over. In the meantime, this was the perfect opportunity for AeroFest judges to tally all scores and determine winners of the seven beautifully crafted plaques AMP'S had to offer. Rick Pellechia, Bill Lancaster, Tom Caldwell, Loretta Westphal and our volunteer "new" mem-

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bers, which included Rick Socarras, Fernando Vittoni, Pedro Tronge, Ivan Sierra and Peter Roque, all provided their efforts in determining who the winners would be.

The seven plaque winners were presented to the following brave individuals who battled the weather and flew their models:

- 1 Leo Sellos – Best Civilian (Cessna 172)
- 2 Doug Smith – Best Military (Hawker Sea-Fury)
- 3 Ivan Gutierrez – Best of Sport (Extra330S)
- 4 Paul Tirone – Sportsman Award (P-51 Mustang)
- 5 Mike Laughlin – Best ARF (Sukhoi SU-31)
- 6 Paul Rice – Best of Show (Hawker Tempest)
- 7 Mike Haspas – People’s Choice award (Grumman F-7F Tiger Cat)

In conclusion, no event could ever be successful if club members do not participate in some way or fashion. This will become of a greater concern, as AeroFest will lose two of its “key” officials. Wally Crichton, our PA announcer (and past President) and the individual who helps out tremendously in field preparation and food purchasing, and Rick Pellechia, our current Treasurer. Both Wally and Rick have retired and now reside outside of the South Florida area. From all of us that are involved with this organization, **Thank you**, for your tireless efforts and especially the keen wisdom and leadership you have provided this club over the year’s. It will be a tough challenge for AMPS to replace these two fine gentlemen.

I cannot fail to mention the many new members that stepped up to the plate and performed admirably, especially with the parking tasks at AeroFest 05’. It is not one of the more popular assignments, but certainly one that must be performed efficiently to assure the event’s success. Thanks extend out to Tom Wolfe, Luis Alvarinas, Francisco Basulto, Alexander Chan, Christopher Merey, Robert Perez, Herm Perez, Conward Thompson and his son Steve and lastly, our money men – Sam Matos and Ray Mesa.

Thanks also to the many product donations made available by **Frank Tiano (FTE)**, **MGA Enterprises**, **Nick Zirol Plans**, **Robart Manufacturing** and **Micro-Fasteners**. Without their support, we simply could not offer such a variety of “gifts” to our pilots. Let’s make sure we support these guy’s on your next project!

Can we improve next year’s AeroFest event? You bet! Yes, there will be new Officials, but I foresee a smooth transition. With personnel changes I also suggest that AeroFest 06’ be reassigned a date within the summer months, as summer weather in South Florida is generally favorable for R/C flying. Though hot with our short rain showers, winds tend to be somewhat diminished from earlier months. I would like to hear everyone’s input on this suggestion. What do you think? Late July for AeroFest 06’ or possibly early November?

I thank each and everyone who participated in AeroFest 05’. Though the weather was not conducive to our event, we did make the best of the situation.

Hope to see all of you for AeroFest 06’

Best regards,
Nick Capone

“The only time
you have too much
fuel is when you’re
on fire”

