



**President's
 Plugs**
 by
 Wally Crichton

A few weeks ago someone brought a trash can to the field and left it by the main shelter. In no time it filled up with empty fuel jugs, broken airplane parts, paper towels and the worst of the worst, food scraps. The wild critters out there (and I don't mean some members) just love those scraps and they knocked over the can and scattered trash everywhere. I deliberately left the mess on the ground for a week just to see if the person who brought the trash can would clean it up. Needless to say they never did (or anyone else), so Mike

Laughlin and I bagged it and I took it home with me. The point to my story is, we don't have trash pick up at our field. So, for those of you who leave your trash for others to pick up, if you bring it... take it home with you! As we've said many times in the past, your mother doesn't live at our field, so clean up after yourself.

We're getting more and more student pilots (see page 4) and that's great. They're the future of our club and the hobby for that matter. Saturday mornings have become the unofficial training day, with six to seven students showing up wanting instruction. At the present time we only have Bill Bishop (Chief Instructor), Mike Laughlin and Carlos Zuniga as certified instructors and they can't keep up with the load. We need more instructors! Can you help out? If so, contact Bill Bishop and get certified. I'm going to... just as soon as I figure a way for a stu-

dent to fly mode two while I fly mode one. I'm working on a couple of ideas.

Most of you have probably heard by now that the Pylon Race we were considering didn't work out. The earliest we could have run a race was around the first of October and we needed to use the farmer's field. After talking to him, it was clear that planting would start in September, so that was the final nail in the coffin. Maybe next summer, if anyone has an interest.

Please check out page 3... there's an article, by Jim Beckett, about Wings Over Miami. It seems they've asked us to partner with them to build an R/C replica of the Kitty Hawk for next year's Celebration. It's a big undertaking for us, so we need to give it careful thought. However, if we have enough good builders who want to tackle it, we can talk to John Wanamaker, at Pro-Scale Models, about using his shop to work in. Let's talk about it.



**Secretary's
 Servos**
 by
 Rick Pellecchia

MINUTES AUGUST 2002

- Meeting called to order at 8:15 PM
- Meeting adjourned at 9:00 PM
- The minutes were accepted as printed in the Club Newsletter.
- Treasurer's report for July was read and accepted

OLD BUSINESS

AMA: President Wally Crichton presented to the club the plaque and flag received by AMA in recognition of AMP's Award of Excellence. Wally confirms AMA award of excellence patches were mailed to all members.

FIELD IMPROVEMENTS: Frank Drewniany gave an update on what's happening at the field. Repairs to the main shelter will amount to somewhere close to \$1,000. Installation of the barrier nets will be slipped several months until the cooler weather approaches.

EVENTS: The pylon race our club was attempting to coordinate as previously reported will not be able to take place due to the farmers planting schedule. There really is no window of opportunity between the scheduling of the event, and the growing/harvesting times.

NEW BUSINESS

FIELD IMPROVEMENTS: Wally will be working on a new frequency control board. Anyone with any ideas, or would like to assist can contact Wally.

FIELD SAFETY BENCHES: Jim Beckett proposed that the club purchase the materials and solicit volunteers to construct four (4) club field safety benches using the plans and construction procedures featured in the

AMA Model Aviation Magazine (August 2002; page 66). The vote was tabled when Mike Duncan (just voted in tonight) offered to provide a prototype to the club for evaluation... thanks Mike!

SAFETY: Pete Mas has requested that area hobby shops selling RC equipment to new hobbyists, advise them if coming out to the AMP's field to seek out a club member **prior to turning on any radio equipment**. The reasons are obvious... prevent potential accident and injury to people present, and destruction of a member's aircraft.

MEMBERSHIP

Let's extend a warm AMP's welcome to the following new members: C. Doscher, M. Duncan, and R. Yanez

The following Associate Members are due to be voted into the club at our next meeting on September 12, 2002: Jim Beckett, Stephen and George Salony.

Associate Members being voted into the club are expected to remit their an-

(Continued on page 2)

Thursday Night is Club Meeting Night — See You There!

(Continued from page 1)

nual 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 September will be **\$33.00**. 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 mem-

ber will be voted into the club unless recommended by his/her sponsor.

ADMINISTRATIVE NOTES

Frequency Pins: Current members who **have not** ordered frequency pins need to contact Mike Laughlin at 234-8200. Please be reminded that Club Rule #6 was amended to require that all members be 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.

100 Year Anniversary Of The Wright Brother's Historic Flight Is Next Year

One hundred years ago, in 1902, the Wright brothers, by then highly proficient in handling a glider, had built their third one. Its construction was based on the results of their own wind tunnel measurements, the accuracy of which convinced them that they were ready to build a machine equipped with an engine. The first powered Wright plane was a biplane with a wingspan of 40 feet, 4 inches, length of 21 feet, and height of 8 feet; it weighed 605 pounds. The wings were constructed of spars and ribs covered on top and bottom with unbleached and untreated muslin cut on the bias. The outer wing extremities could be warped for lateral balance. Behind the wings were two propellers that rotated in opposite directions. They were made of two layers of spruce glued together, each layer one and three-quarters inches thick. The ribs and undercarriage were of second growth ash and the spars and struts were of spruce. In front, mounted on outriggers, was the elevator with 48 square feet of fabric surfaces, movable for vertical steering. In the rear was a rudder with a fabric area of 20 square feet. The whole assembly was mounted on a pair of skids that formed the land-

ing gear. The pilot, who lay prone on the lower wing, operated the front elevator by rocking a small lever with his left hand; he controlled the warping of the wings and rudder, which were interconnected, by moving his body from side to side so as to shift the control cradle on which his hips lay. His position on the lower wing slightly left of center balanced the weight of the engine which was fastened to the upper and lower wing beams, or spars.

It was impossible to get a suitable, lightweight engine from American manufacturers, so the Wrights, who had built an engine to power their tool shop, in six weeks, constructed one of their own. Charles E. Taylor, a machinist in their employ, aided them in this project. Their joint efforts produced a 4 cylinder engine with a 4-inch bore and stroke developing nearly 12 horsepower. If you do the math, that is 12 horsepower from over 200 cubic inches of displacement. In metric terms, that would be about 3.3 liters and today's light weight engine from American manufacturers, so the Wrights, who had built an engine to power their tool shop, in six weeks, constructed one of their own. Charles E. Taylor, a machinist in their employ, aided them in this project. Their joint efforts produced a 4 cylinder engine with a 4-inch bore and stroke developing nearly 12 horsepower. If you do the math, that is 12 horsepower from over 200 cubic inches of displacement. In metric terms, that would be about 3.3 liters and today's car engines in that size class produces well over 200 horsepower for that same displacement. Ah, progress! The airframe and engine were shipped to Kitty Hawk in September 1903. There were delays and difficulties

with the equipment, but on 14 December everything was ready for a test flight. The plane, facing into the wind, was mounted on a dolly, which rode on the 60-foot launching track laid out on level ground. On the toss of a coin Wilbur Wright won the first chance to pilot the plane. It rose from the track but turned up at too great an angle, stalled, and fell, breaking a skid and other small parts, but leaving Wilbur unhurt. Repairs were quickly made, and on 17 December, a cold and windy day, another try was made, this time with Orville Wright at the controls. After traveling 40 feet, with Wilbur running alongside to steady the end of one wing, the plane rose from the ground and traveled 120 feet against a 22-27-mile-per-hour wind; it had remained in the air for 12 seconds. Thus Orville Wright was the first man to achieve flight in a power-driven heavier-than air machine. The brothers took turns

(Continued on page 3)



A sketch of Orville and Wilber Wright's "Kitty Hawk"

(Continued from page 2)

piloting the plane, and on the fourth and last flight of the day Wilbur had the plane in the air for 59 seconds, covering a distance of 852 feet. A rough landing broke the skids and braces of the front elevator and while the brothers were standing nearby discussing the flight, a sudden strong gust of wind upset the plane, turning it over several times and damaging it so extensively that immediate repairs could not be made. The brothers sent a telegram from Kitty Hawk to their father, Bishop Milton Wright, telling him of their success and asking him to inform the press. Flights were discontinued at Kitty Hawk and the damaged machine was shipped back to Dayton.

In 1916 the Wrights' first airplane, the Kitty Hawk, was restored, using as many of the original parts as possible. Later it appeared in several exhibitions. In 1928 Orville Wright (Wilbur had died in 1912), still offended at the Smithsonian's labeling of the Langley plane, sent his plane to the Science Museum, South Kensington, London, England. Orville seems to have had his vanity assuaged when the Smithsonian removed the old label from the Langley Machine, for at a dinner in Washington on 17 December 1943, celebrating the 40th anniversary of the Wright's first flight, President Roosevelt, at Orville's request, announced that the Kitty Hawk would be brought back from England and placed in the Smithsonian. Because of the war the transfer was delayed; meanwhile Orville Wright had died on 30 January 1948. The executors of the Wright estate arranged the transfer, and on 22 November 1948, the plane arrived in Washington. The return was officially celebrated on 17 December 1948, the 45th anniversary of the first flight.

Wings Over Miami To Commemorate A Century of Flight

by Jim Beckett

Nearly a century ago, two brothers from Dayton, Ohio, planted the seeds for an industry that would change the world we know and, create, in a way, the hobby we all love. The steady march of technological innovation since that magical day in 1903 when man first achieved sustained, controlled, powered flight has changed so many things that they're too numerous to count. Next year will mark the 100th anniversary of the Wright brothers' first flight and their pioneering spirit will be celebrated, retold and praised in events throughout America. This provides an opportunity for the members of AMPS to contribute to their community and support the expected celebrations.

For example, Wings Over Miami Air Museum at Tamiami Airport has planned an array of events and activities to commemorate a century of flight. As the area's largest aviation museum, the Wings Over Miami Museum will play a prominent role in local

celebrations about 100 years of flight, serving as the location for many planned events. The events, while museum initiated, will allow us an opportunity to provide flight demonstrations, etc. in partnership with their efforts. One of the key things we could do is participate, with them, in creating a flying model of the Wright's first plane. The Museum has offered to assist with material costs and even provide construction and assembly assistance (labor), as needed. Anyone interested in working on such a project should call Wally Crichton at 305-251-6137 or Jim Beckett (hbeckett@bellsouth.net) at 305-232-9292.

Along with celebrating the Centennial of Flight in 2003, the WOM Museum has shown a willingness to work with AMPS in many ways that could be beneficial to the club and its members. They have asked for scale models that can be put on display in the Museum's gift shop. They are also willing to sell these display models on a consignment basis as well as 'new' kits or ARFs that might appeal to the general public. Call Jim Beckett (hbeckett@bellsouth.net) at 305-232-9292 if you have something you want to display or sell. 'Variety and suitability' will be key selection criteria. If everyone offers an Edge 540, it will be first-come, first served



At the last club meeting there was discussion about building several of these Safety Benches for the club. The plans were published in the August 2002 issue of Model Aviation and they are relatively inexpensive to build. As mentioned in Rick's minutes this month, Mike Duncan, one of our new members, volunteered to let us use his, for a little while, before we make a final decision whether to build our own. Mike put it on the west side of the main shelter, so next time you're at the field check it out. If we decide to proceed, considerable thought needs to be given to where we place them. Inside the pits they'll take up a lot of room. Outside the pits they're in the way for mowing the grass... anyway, think about it and we'll discuss it at the next meeting.

FOR SALE

Club Tee Shirts & Hats

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

Hats One Size Fits All! \$5

Contact: Adrienne DiPrima

Capt_adi@bellsouth.net

(305) 382-0989



More student pictures again this month, I must have died and gone to heaven! Mike Laughlin is the latest member to earn the title "Designated Club Flight Instructor" and he's really been busy. For those of you who don't know Mike he's the one with the wide brim hat and the moustache. On the left he is shown with student pilot Steve Labarga. Steve is well along in his flight training and is currently practicing his landing approaches. On the right is Mike's son Dante, who has been helping his dad at the field for years, but has now decided to earn his own wings. Good luck Steve and Dante!

AMPS Club Information

PRESIDENT
Wally Crichton
VICE PRESIDENT
Bill Bishop
SECRETARY TREASURER
Rick Pellecchia
SAFETY OFFICER
Mike Laughlin

Designated Club Flight Instructors

Bill Bishop — (305) 221-7291
Mike Laughlin — (305) 234-8200
Carlos Zuniga — (305) 856-4157

Club Sponsors

Crown Hobbies 7439 Coral Way (305) 264-3964	Hobby Nut 12679 Dixie Hwy (305) 235-9584
Pro-Scale Models 13912 SW 139th Ct (305) 234-9939	

Annual dues are \$100 for Open 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 on 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, Miami FL 33157, Or Call (305) 232-4827



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