

# PRINTED CIRCUIT

Aero Modelers of Perrine  
An AMA Chartered Club

## AMP'S Monthly Newsletter

September, 2008

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

Volume 49 no. 9



### President's Plugs -by Tom Caldwell

A gate has been constructed at the main entrance on the access road to AMPS' Silver Field. A combination lock has been put on the gate so that unless you have the combination you will not be able to open the gate. Not to worry since a postcard has been sent to all members with

the combination of the lock. If you did not get the postcard and if you are a current member of AMPS be sure to contact an officer of the Club for the combination. Note that other access points to AMPS' Silver Field have been blocked off so this along with the new gate should help considerably with the vandalism that has occurred over the years. I am not putting the combination here because I believe that the combination should be given only to AMPS members; "Printed Circuit" is available to anyone with a computer.

I have just returned from a visit to the states of Oregon and Washington. While there I had a chance to see the "Spruce Goose" which is now located in McMinnville, Oregon, near Portland. Needless to say, it is indeed

quite huge. The wingspan would cover a football field from goal post to goal post. I was surprised to find out that most of the plane was actually constructed from birch wood rather than spruce and that the floatation in the wing floats took the form of ordinary inflated beach balls many of which still remain. Visitors to the Evergreen aviation museum, where the Goose is beautifully displayed, are allowed to actually go inside the aircraft. If you are ever in the Portland, Oregon area be sure to go to the Evergreen museum especially since in addition to the Spruce Goose there are many, many other historic and interesting planes there, including a number of fine RC mod-

### Plugs, con't on page 2



### Secretary's Servos -by Bob Cox

### Business Meeting 8/14/08

Called to order at 7:23 PM by Secretary Bob Cox.

Minutes from 7/10 approved.

Treasurer's report read and accepted.

### Old Business

1. Report on Silver Palm Classic Vintage Pattern Association contest 11/1-2/08 by C.D. Bob Cox: An A.M.A. sanction has been obtained and flyers prepared for mailing.
2. AMPS anniversary event report by Nick Capone: Question of scope, is this for public like Aerofest of only for AMPS members? Treasurer Vicar Hernandez suggested the event be membership oriented anniversary
3. 2008 Summer Picnic report by Vicar Hernandez: A success by any measure, kudos to Mr. and Mrs. Jaime Cuesta of El Polar restaurant for catering, good weather, well attended and pleasant atmosphere.
4. Field Committee report by Mike Cipolato: Progress continues apace, some controversy over amount of water required by new seed, stay tuned. What ever happened to that nice little draught we were having?
5. Vicar Hernandez reported the first shipment of new AMPS apparel has arrived.

### Servos, con't on page 2

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

**New Business**

1. Treasurer Vicar Hernandez reported discussion with attorney regarding AMPS tax status is ongoing.
2. Secretary Bob Cox reported new Silver Field entrance gate needs paint and reflectors, also combination lock. The tentative protocol for use of lock is first in unlocks gate, last out locks.

Meeting adjourned 9:05 PM.

**A Word About the Field Gate**  
-by Vicar Hernandez

As most of you know, we have installed a new entrance gate. This gate is intended to reduce illegal dumping on the surrounding property. It should also serve to reduce illegal use of our property.

At the last membership meeting it was decided that the procedure to be followed is as follows:

- The first person in will unlock and open the gate and leave it open.
- The last person leaving the field, regardless of the time of day, must close and lock the gate behind them.

In order to give everyone time to get used to the new procedure we ask that everyone follows the rules stated above but without locking the gate. Beginning August 31st, 2008 we ask that if you are the last person leaving the field you lock the

gate as requested.

If you need the combination go to the website under the members only section or contact any of the board members.

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

els.

I was also fortunate enough to visit Paine Field in Everett, Washington where Boeing assembles the 747, 767, 777 and 787 models of aircraft. For a modest fee I was able to go on a tour of the plant and observe the production lines which were very interesting, to say the least. I saw the very first 787 Dreamliner, constructed of mostly composites, which is expected to fly for the first time later on this year or perhaps early next year if things go according to plan. It is a beautiful aircraft and its composite construction is expected to make the plane as much as 30% more efficient than comparable planes made of aluminum.

Our Boeing tour leader, a nice lady who used to work on the assembly lines, explained to us how parts for the 787 are made at different places around the world and then transported to Everett where they are assembled by Boeing workers. Boeing even had four 747 aircraft highly modified to carry pieces of the plane to Everett

from where they were made. These modified 747s, called "Dreamlifters", have a fuselage which has been greatly expanded and the tail is hinged so that big aircraft components can be loaded from the rear.

While listening to the explanation about how Boeing more or less just assembles the 787 from parts made by others it struck me that in many ways Boeing is just putting together a big, expensive "almost ready to fly" aircraft, that's right, an ARF. It works well for models and now it appears that it works well for airliners too.

That's it for this month. Good

**Field Improvement Committee Report**

As most of you now, there has been a considerable amount of work done on the field. The main reason for doing this has been to move runways to the north and west in order to comply with the South Florida Water Management District restrictions of not flying over the canal. To this date the field has been graded, seeded, and an irrigation system installed. Now we come to a crossroads that will be discussed at the next meeting. The field committee has come up with a few options that, depending on the level of quality selected, will need to be decided upon at the next business meeting.

Before we continue, we are going to

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

<u>Club Management</u>	<u>Flight Instructors/Check Pilots</u>	<u>Sponsors</u>
President: Tom Caldwell	Chief Instructor: Mariano Barrios (305) 383-6239	
Vice President: Tony Fandino	Instructor: Rey Mesa (305) 388-5564	Crown Hobbies
Secretary: Bob Cox	Instructor, Tom Caldwell (305) 251-4136	7439 Coral Way
Treasurer: Vicar Hernandez	Instructor, Juan Vallejo (786) 293-6278	Miami, FL
Safety Chairman: Butch Wenrich	Check Pilot, Tony Fandino (305) 693-1374	(305) 264-3964
Events Committee Chairman: Vicar Hernandez	Check Pilot, Mike Cipolato (305) 274-3835	
Newsletter Editor: Chris Hogan	Check Pilot Abraham Horta (305) 209-2906	Warrick Custom Hobbies
Webmaster: Vicar Hernandez		7676 Peters Road
		Ft. Lauderdale, FL
		(305) 424-0605
Annual dues are \$100. 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.		

**Report, con't from page 2**

let you in on some of the information we have collected over this committee's term. Bermuda grass happens to be one of the better sods available for our needs. This type of grass is very drought resistant and can be mowed very low. The low height allows airplanes with small wheels to fly off our runways plus, and most important, it becomes a weed control mechanism. By cutting the grass very low, the broadleaf grasses and other weeds do not have a chance to grow which reduces the need for weed control, further reducing the work and cost of maintaining the runways.

Most common rotary mowers cannot be lowered enough to provide the height we would like to maintain the grass at. In addition, the structure of the grass will change if it is allowed to grow too much. After that it will not return to the lower structure we are looking for even if cut very low. Our understanding is that it should only be allowed to grow two thirds or 66% of the height we wish to keep it at. An example of this is; if the membership decided the height would be three quarters of an inch it would have to be cut before it reaches 1 1/4 in.

So now we come to some of the options.

1. Maintain the runways and the new pit areas the same way we do now. This option will maintain the cost of maintenance at their present level; the field will be slightly better than it is now because the runways have been graded better, and there is irrigation. The negative effect of this option is that eventually the runways will get weeds, and we will have to use weed control. Because of the height of the turf, underpowered and small wheeled airplanes will still have a problem taking off. Plus it just won't look as nice. Although this is an option, the field committee unanimously recommends against it.
2. Maintain the runways at a very low height and the rest of the property the same way we do now. The runways will be cut at three quarters of an inch, fertilizing them using water-soluble fertilizer, and occasionally top dressing with sand. By not focusing on the whole property we will not be overwhelmed with work and cost. The runways will be nicely manicured and because of their new size (500' x 75') they will be relatively easy to maintain. The opposite side is that the rest of the property will not look as good as it could, we will need a reel mower, regular purchasing of fertilizer and sand which will add to the cost of maintaining the property. Application of the sand, fertilizer and weed control will also require the purchase of a commercial quality broadcast spreader and a vehicle to tow it. This option is the recommenda-

- tion of the field committee.
3. The last option is to maintain the entire newly developed property the same as the runways (see option 2). The runways are approximately one acre; the newly developed property is a little over eight acres. The positive is that AMPS would have one of the nicest looking fields in Florida. The negative is that there would be no clear difference between runways and pit areas, it would be eight times the area to maintain, it would be much more difficult to maintain because there is no irrigation on the property outside the runways. Even though this is presented to you as an option the field committee recommends against it.

Below is a list of items we have looked at and should only be considered as options. None of these items are absolutely necessary and are only intended to give a broad view of the different choices available.

- Riding reel mower (new): \$25,000 to \$50,000
  - Pros: High quality mowing, no towing required, short lawn cutting times, can be financed.
  - Cons: Big, requires secure storage, high security risk, maintenance, very high initial expense or long term expense if financed.
- Riding reel mower (used): \$5,000 to \$10,000
  - Pros: High quality mowing, no towing required, short lawn cutting times.
  - Cons: Big, requires secure storage, maintenance, high initial expense.
- Tow-behind reel mower: \$1,800 to \$5,000 (3 or 5 gang mower)
  - Pros: Small, easily stored in container, low initial expense, lower maintenance (no hydraulics), can be increased in size
  - Cons: longer cutting times, requires towing vehicle, blades spin at speed relative to ground speed rather than at constant speed
- Towing vehicle: New garden tractor: \$1,000 to \$1,800
  - Pros: Small, easily stored in container, easy to operate and maintain, very low maintenance.
  - Cons: requires secure storage, high security risk, higher initial cost
- Towing vehicle: Used garden tractor: \$400 to \$1000
  - Pros: Small, easily stored in container, low security risk, easy to operate and maintain.
  - Cons: minimal maintenance, requires secure storage
- Towing vehicle: New garden truck (John Deere Gator): \$11,000

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

### Report, con't from page 3

Pros: Multi-use (towing, hauling, transport), can be financed, low maintenance.

Cons: requires secure storage, high security risk, high initial expense or long term expense if financed

Broadcast spreader: Commercial quality: \$1,100 including shipping (\$275)

Pros: multi-use (fertilizer, weed killer, sand), large capacity, easily stored in container, can be adjusted for amount dispersed and for distance

Cons: Expensive, requires secure storage

Storage Container: 2<sup>nd</sup> unit: \$1,000 to \$2,000

We need a 2<sup>nd</sup> unit to store all the field maintenance and construction equipment.

Other items we need to consider for the future:

Covered (pit) areas: \$2,000 to \$10,000

The runways are being moved but we cannot move the pit shelters. The SFWMD has also imposed a restriction on construction; no more building wood shelters like we use to. They will allow us to "erect" canopy-like structures that are non-permanent. We have discussed two options:

Off-the-shelf canopies: 10 (10'x20') canopies: \$2,000 to \$12,000:

Pros: Easy to install and remove in case of hurricane, easy to repair, can be relocated

Cons: Canvas top will need to be replaced every year or two, light weight

Custom built canopies: 2 (10'x100') canopies: \$8,000 to \$15,000

Pros: custom built to specs, can be removed in case of hurricane, can be relocated

Cons: more difficult to remove in case of hurricane, repairs are more complicated, high initial expense.

#### **An Important Message to All Members**

-by Tony Fandino, Vice-President

I am writing this to express my personal opinion and to give our membership the ability to better understand the decision which needs to be made about what type of lawn mower to purchase. First off we must understand that in order to have a grass runway with a ¾ inch grass height requires the use of a reel mower and not the rotary type which we now use. The type of mower that our lawn contractor uses (a rotary mower) can not cut below 1.5 inches. The rotary

mower also does not have the amount of cutting blades needed to cleanly cut Bermuda grass.

The choices being presented are to buy a tow-behind mower or a self-propelled mower. The tow-behind cost roughly \$2,000 plus a small tractor to pull it, which will cost another \$500 to \$1000; the reel mower will be new and the tractor a used one. The other option is to buy a used self-propelled mower in good condition. The recommendation I have made is to purchase a used diesel powered John Deere Fairway reel mower with a cost not to exceed \$5,000. The cost of a new machine like this would be around \$43,000.00

The self-propelled mower is a far superior machine compared to the tow-behind mower. Each reel has almost twice the blades; the blade speed is faster on the self-propelled and as a result leaves a far better cut with less wear on the machine. The John Deere is a true commercial machine where as the tow behind mower is questionable at best, even though it is advertised as being a commercial unit. The unit is not a known commercial brand mower like Toro, Jacobson or John Deere.

What about a tractor? Well the truth is we really don't need a dedicated tractor but need a more versatile vehicle that not only can work as a tractor but also work as a utility vehicle and carry two people. What I recommend is the purchase of a new HPX diesel Gator to serve that purpose. The reason for purchasing a new over a used one is to spread the cost out over several years (\$11,000/5 years), along with the warranty and theft-insurance. This type of heavy duty vehicle is hard to find on the used market. The Gator would be a great addition to our club; it would really make every maintenance job easier whether it is clearing bush or spreading sand or fertilizer. Plus having it for events would also be a great asset. We now have a lot of ground to cover 13.5 acres not just 5 acres.

In closing, I want to say that I have discussed this at length with my fellow committee members and we are split. This is why we come to you now to help us make these decisions. We are not talking about small amounts of money here and we need to get the right tools for the job and not waste any money trying to save a buck.



## Leidner's Roasted Limericks

### A Rehash of Doc's Trash

A sensitive guy, Charles Driggers,  
Dislikes one nickname, (but who  
figures?)

Please don't test your luck,  
By calling him "Chuck",  
Or you'll risk giving jobs to Grave  
Diggers!

The memory of one flight for  
Frank 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.

Careless fellow, Marco Villegas,  
Did not keep his eyes where his  
plane was.

His poor bird got hurt,  
When its nose hit the dirt,  
And the mess, made us guess,  
where his brain was.

How many of you know Donna Ray,  
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.

The "Saga of Big Ernie Reuther",  
Is a sad one, to tell you the truth  
sir,

He was lined up just fine,  
But hit the west power line,  
Then you never heard language un-  
couth

**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.**





## Hurricane Aerobatic Classic

After a two season break, we're back with the same well organized crew. We offer plenty of flying at a fantastic site, a smoothly run event and our usual great food. Our field offers a 600 foot paved runway along with a grass runway. We have a huge pit area with plenty of parking. Unfortunately no overnight camping is available.

Dates: September 27<sup>th</sup> and 28<sup>th</sup> 2008.

The field will be open for practice beginning at noon on Friday the 26<sup>th</sup>.

There will be a mandatory pilots meeting at 8:30 am Saturday. Wheels up at 9:00. No pilots meeting Sunday, unless there is reason to do so. Wheels up Sunday at 9:00.

Host Club: Palm Beach Radio Control Association

Location: West Delray Regional Park  
10875 Atlantic Avenue  
Delray Beach, FL

(Field is 1 mile west of US 441)

go to [www.palmbeachrc.com](http://www.palmbeachrc.com) for driving directions and field information.

We will fly Basic, Sportsman, Intermediate, Advanced and Unlimited. All classes except Basic will fly an unknown. The unknown may be counted twice, if flying time allows extra rounds. A Free Style event will be flown if time allows after the completion of the IMAC sequences. Prizes will be offered through third place.

CD Gary Willis [garywillis@bellsouth.net](mailto:garywillis@bellsouth.net)

Co-CD Don Hamilton [flyinghamiltons@adelphia.net](mailto:flyinghamiltons@adelphia.net)

Entry fee \$35 per pilot - includes Saturday lunch.

Any pilot that preregisters prior to September 25<sup>th</sup> on the IMAC website, is entitled to a \$5 discount on the entry fee.

The Holiday Inn Express located at 8144 Glades Rd. Boca Raton has offered a group rate of \$78 per night with limited availability. Please call 561 482-7070 for reservations.

**AMA 428, 424 & 428  
Q-500 Sport & Expert Race  
Quarter Midget**

**September 20th & 21st, 2008**

**8:30 Registration & Trim fly**

**\$30.00 Landing Fee**

**Location: Markham Park - Sunrise FL**

C0-Sponsor:



Parks and Recreation Division



**Experience the fun and excitement of Radio Control Pylon Racing  
Expert help available - go faster**

Quickie 500 AMA 428, 424 & 422 will be flown using AMA rules, call if you have any questions.  
The AMA 424 event is an open event for quickie 500 airframes with stock engines and manufacturer's muffler.  
Registration will be open at 8:30 AM. Food and beverages available on site. AMA rules and safety codes apply.  
Host Hotel, LaQuinta Inn of Sunrise, (The Northern one behind the gas station) 13651 NW 2<sup>nd</sup> St., Sunrise FL  
33325. (954) 846-1200,  
\$76.00 plus tax as quoted by Gladys, mention MPPA race.

Weekend park admission \$1.50, Children under five years of age free

**Information and registration**

**Jim Perdue 954 683-2660**

**Ray Brown 305 205-9500**