



**President's
 Plugs**
 by
 Wally Crichton

Just a reminder, we go off daylight savings time in October. So, this will be the last few weeks when there's time after work to get out for some late afternoon flying. That time of the day is really nice. The oppressive mid day heat is over and it's beginning to cool down, the field is not really crowded, the wind is usually nonexistent and you can shoot touch-n-gos or low slow passes till you run out of fuel.

On another subject, at last month's club meeting I accidentally overheard a comment to the effect that Art was

president for twenty years and the first year he's out of office the club receives two prestigious awards. The comment was not meant in a hurtful way just in a "isn't that interesting" sort of way. Well, I just want to go on record for being proud as a new papa for the club, but the praise goes to those members who, ten years ago, had the foresight and where-with-all to purchase our flying site. Both awards were in recognition of the ingenious way AMPS solved it's flying site problems. Clubs all over the country are loosing or are in danger of loosing a place to fly so AMA loves to hear a success story.

It occurred to me that many of our new members don't know this story, so as Art would say, "Let me tell you how it was". A long, long time ago in a distant land... no, no that's a different story. A little over 10 years ago Donna Ray, then Vice President, found a piece of land for sale and brought it to the

attention of the club. Art Silver and Tom Cornell, realizing it's potential, quickly began negotiations for a potential purchase. It's easy to say, lets buy the property, but where does a model club come up with \$40,000? That's the \$64,000 question and that's what AMA thought was very in ingenious. The club sold \$1,000 shares, at 8% interest for 10 years. In the end 40 shares were sold and AMPS owned it's own flying site. Not too many people know Art signed a promissory note personally guaranteeing payment of the entire \$40,000 plus interest should the club default. Without that the whole deal might have fallen through.

In February, when next years dues are in, we'll make our final payment... one year earlier than the original commitment! This is a true success story and is why AMA honored us, but the praise goes to Donna, Art, Tom, the

(Continued on page 4)



**Secretary's
 Servos**
 by
 Rick Pellecchia

way. It is the general consensus that we should modify the unit with appropriate size wheels to address these issues. We will contact Mike to get his approval to modify the bench.

FIELD IMPROVEMENTS: We might want to consider buying a commercially available frequency board that is advertised in the model magazines.

NEW BUSINESS

WINGS OVER MIAMI: Jim Beckett advised the membership that Wings Over Miami is looking for the club to build and fly, a replica of the Wright Flyer. After much discussion on the complexities, and uncertainties (no such RC model exists) of such a project, the membership decided against building the model.

FLIGHT INSTRUCTORS: As Wally pointed out in his "President's Plug" article in the "Printed Circuit" this month; there is an acute shortage of club instructors. At this point, only Bill Bishop, and Mike Laughlin are doing any instructing. Basically, their

"dance cards" are filled, and they cannot take on any more students. A motion was made by Tom McGraw, and seconded by John Wanamaker to forgive the dues for any member who is willing to become a club instructor. The motion was tabled to allow for an adhoc committee chaired by Vice President/Chief Instructor Pilot Bill Bishop to finalize a standard training curriculum/syllabus. This document would then be transformed into a "Student Logbook" which would allow any student to be trained by any instructor if the student's primary instructor was not available. The student must have his/her logbook on their person whenever coming out to the field to fly.

MEMBERSHIP: Secretary/Treasurer Rick Pellecchia pointed out to the membership that anyone joining this club has an expectation of being taught to fly after he/she joins. This is one of the tenets that qualifies AMP's as an AMA "Leadership" club.

Therefore, to address this acute shortage of club instructors, any mem-

(Continued on page 2)

MINUTES AUGUST 2002

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

OLD BUSINESS

FIELD SAFETY BENCHES: Mike Duncan's Field Safety Bench is at the field; but it seems that no one has used it. The problem is being of where it is located, and the difficulty to get it where it needs to be, and then returned to an area where it will be out of the

Thursday Night is Club Meeting Night — See You There!

(Continued from page 1)

ber who intends to be a sponsor of a non flying new member must do one of two things before sponsoring the new member:

- *Commit to train the new member yourself (here's where the standard training syllabus comes into play).*
- *Confirm with either Bill Bishop, Mike Laughlin or any other qualified member/instructor that they are willing to give flight instruction to the person you are sponsoring.*
- *If the new member knows how to fly, just get him/her checked out.*

We will amend the club application for membership form to include whether or not the applicant will require flight instruction, and the name of primary flight instructor. In the meantime, I will now be asking each member who intends to sponsor an individual to note on the application form whether or not the applicant he is sponsoring requires flight instruction, and the name of the instructor if applicable. No new applications will be processed without this information

MEMBERSHIP

Let's extend a warm AMP's welcome to the following new members: Jim Beckett, George and Stephen Sa-

lony.

The following Associate Member(s) are due to be voted into the club at our next meeting on October 10, 2002: Dave Peeler.

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 October will be: \$25. 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 A CLUB OFFICER WITH THEIR 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: 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 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.

Landing Errors

by Ed Moorman

1. Landing every time. Don't tell yourself to touch down every time you make a landing approach. Force yourself to go around if the approach isn't a good one. A bad approach results in a bad landing 99% of the time. You should actually be practicing approaches, not landings. When you make a bad approach, go around, set up, and try it again. When you make a really good approach, and then throttle back all the way to idle and land. Unless you are an expert, the approach determines the landing. When you have a good approach the landing will just about do itself.

2. Touching down before you pass in front of yourself. Have you ever done this? You become nervous to land because of wind or maybe it's just not one of your "good" days. To hopefully make the landing easier, you

make a big pattern, dragging it out. You end up touching down way before you get back in front of yourself. Is this how the landing went? BAM, the main gear spreads out. BAM, the nose gear bends. BAM, the prop breaks.

Sound familiar? It's a very common landing error. Let's analyze the touch down location. There are three places you can touch down, before yourself, right in front and past yourself. Right out in front is best. You have the best view of fuselage angle and the descent rate. Past yourself is okay until you get way past. The airplane is directional—right is right and left is left. The further away you get, the harder it is to tell the descent rate, but you can still set the airplane up slightly nose high and let it touch.

Now, let's look at landing before you get to yourself. The airplane is coming toward you so steering is reversed. Being tense makes this worse. From a nose-on position, it's hard to tell the

fuselage angle and the descent rate. This is the worst case for making a good landing. Even experts can't consistently make good landings far away from a nose-on position. When you are having a bad day, give yourself an even chance. You should be turning early, not late. Land a little past yourself. You can see everything better and judge the touchdown better.

3. Seeing the bottom of the airplane. If you can see the bottom of the airplane during a landing approach, the nose is too high. If you are set up on a final approach, the nose of the airplane should be down in a glide position. When you can see the bottom of the airplane, you are approaching a stall. You need to either add power and go around or use the elevator stick to lower the nose. Stand with a couple of good fliers and watch the airplane on landing. You won't see the bottom of the airplane.

(Continued on page 3)

(Continued from page 2)

4. Undershooting the runway.

When you make a landing approach, you normally set up parallel to the runway on a downwind leg, throttle back, and turn to final approach. You can either make one big, sweeping base-to-final turn or you can square the pattern off with a base leg, then turn to final. Most beginners set up wide like they are going to make a square off pattern, then turn too tightly and angle in to the runway.

There are three ways to line up for final approach. One, the right one, is exactly in line with the runway. The other is to overshoot a little past the runway and angle back. The third is to undershoot and angle toward the runway. The last one is the most common

and the worst. When you undershoot, the airplane ends up aimed right at you. Nose on is the worst position for control. It is hard to see small movements and to get the correct attitude for landing. Nose on is also the least safe direction. You are aimed at yourself and must make a turn or go around. Next, undershooting can put you high on final. Normally this wouldn't be too bad since most beginners land short, but it can put you in a position where you have to make a turn to keep from going over your head. This is a bad position for turning. You are low to the ground and staring at the nose of the airplane. All of these make undershooting the runway the worst position to land. Overshooting, while not perfect, is not that bad. If you overshoot,

you will be angling across the runway away from yourself—a safe direction to be going. You can usually see the side of the airplane so making a turn isn't that hard.

The solution, if you like to make one sweeping turn, is to set up closer to the runway and vary your bank to roll out in line with the runway. Or, you can make a definite base leg and not turn until you are in line with runway.

5. Bouncing and porpoising. If a bounce isn't caused by a very hard landing where the springiness of the gear flings you back up into the air, it is caused by touching down on the nose gear first. Nose gear first landings guarantee a bounce or a series of bounces called "porpoising" for the sea

(Continued on page 4)



Here's Jerry Arcia's new 36% Edge 540 from Aero Works. It's powered by a 3W100SS, has all digital servos on the tail surfaces and JR 8101's through out the rest of the plane. Jerry used to have a 29% Edge and was really impressed with the way it flew, but he said this plane is so solid and stable that it's almost unbelievable. "Everything about the way this plane flies is much better than the 29%", Jerry said.



Above, Gus Corp with his new Edge 540T 33% Aero Works ARF. The plane is powered by a M & R 100cc engine and has all digital servos on the tail surfaces.



This little beauty is owned by Scott Driesse and on this day made it's maiden flight. It's a Midwest "Super Stinker" and is powered by a Moki 180. The ailerons and elevator both have duel servos. Bill Lancaster built the plane originally.

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(Continued from page 3)

mammal who seems to continuously leap up into the air and splash back down. Lack of concentration and inattention can cause you to let the nose gear touch first. When you get to a couple of feet from the runway, you should concentrate on getting the nose slightly high. If the nose wheel is higher than the main wheels, you can freeze on the controls and just let the airplane land itself. From a couple of feet altitude, you can't hurt it.

6. The "Slow Curve Error." I coined the name "Slow Curve Error" in a book I wrote on Radio Control back in 1980. You see this error all the time and normally don't recognize it. The airplane makes a slow, shallow curve away from the pilot usually ending up on the far side of the runway, maybe in the grass. Here's what causes it. Lack of experience and natural tenseness as you get low and close to the runway cause the pilot to make very small errors. You make a steering correction,

but it is in the wrong direction. You can already land so the correction is small and you immediately notice the airplane is turning the wrong way so you level the wings. Now you make the steering correction again, and again it is in the wrong direction. This continues and the airplane nibbles away at a slow, curving path away from the pilot.

Watch for this and you'll see it at every field. To cure the Slow Curve Error, you need to practice some low approaches, flying the airplane low and slow past yourself while trying to keep it in the center of the runway.

from the Casper Airmodelers
Craig Bastian, editor of the *Flightline*

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(Continued from page 1)

investors and the members who, 10 years ago, had what it took to make it happen.

Today, we sort of take it for granted, but I, for one, am truly grateful for their effort. Especially Art, for being willing to personally guarantee payment.

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<u>AMPS Club Information</u>	<u>Designated Club Flight Instructors</u>	<u>Club Sponsors</u>	
PRESIDENT Wally Crichton VICE PRESIDENT Bill Bishop SECRETARY TREASURER Rick Pellecchia SAFETY OFFICER Mike Laughlin	Bill Bishop — (305) 221-7291 Scott Driesse — (305) 254-3517 Mike Laughlin — (305) 234-8200 Carlos Zuniga — (305) 856-4157	Crown Hobbies 7439 Coral Way (305) 264-3964	Hobby Nut 12679 Dixie Hwy (305) 235-9584
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.		Pro-Scale Models 13912 SW 139th Ct (305) 234-9939	
Please address inquiries about the club to: Aero Modelers of Perrine, 15425 SW 84th Ave, Miami FL 33157, Or Call (305) 232-4827			



Printed Circuit

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