



**President's  
Plugs**

by  
*Wally Crichton*

Can you believe it? It's October already and it seems like the year just got started. Wasn't it about a year ago when we were all in a tizzy about this Y2K thing? It can't be almost 2004!

Anyway, my point is, at the November meeting we'll be nominating officers for the new year. You need to be thinking about who you want for Officers. And, those of you who're willing to serve need to let us know, this month,

if you're interested and what office you'd like to run for. In the past, we've mostly reelected the incumbents and rarely were any positions contested. Maybe this year we can have a good ol' fashion horse race, or should I say Officer race?

In the ongoing saga of the Chris Marsh/Jim Beckett Grievance, the Executive Committee sent a certified letter to Chris at his last know address. This address was incorrect, but there were forwarding instructions on file at the post office so it was sent on to the correct address. Chris was not home at the time, so the postman left a notice stating, the letter could be picked up at the post office. In the mean time, Chris heard we were trying to contact him, so he called with his correct address. Another Certified letter was sent, but it

met with the same fate. After an appropriate time the post office returned both letters, stating the addressee had not picked them up. The Executive Committee is currently deliberating a new course of action.

No news is good news... the State has **not** contacted us about our land. I was reading the Everglades Restoration Plan and in 1999 they projected property prices, in our area, at \$10,000 per acre on the low side and \$20,000 on the high side. In addition, they were allowing for overruns of up to 50% above those numbers. It's conceivable we could get \$150,000 and, that doesn't include anything for our improvements.

Don't forget, the Broward County Model Club is holding their 2nd Annual Celebration of Flight at Markham Park on Sunday, October 12th.



**Secretary's  
Servos**

by  
*Rick Pellecchia*

**MINUTES September 2003**

- Meeting called to order at 7:15 PM
- Meeting adjourned at 8:30 PM
- The minutes were accepted as printed in the Club Newsletter.
- Treasurer's report for August '03 was read and accepted

**OLD BUSINESS**

**FIELD REPORT:** None Available  
**MAIN SHELTER:** Chip advises the earliest we can do the re-roofing is going to be sometime in February 2004. We hope to have a firm date early in the New Year in order to schedule a workday to get this very important project completed. Thanks to Chip for taking the lead on this.

**GRIEVANCE REPORT:** The Safety Committee has reviewed the grievance submitted against Chris

Marsh, a former member of the Club by member Jim Beckett, and has submitted its investigation, and recommended action to the Club's Board of Directors. Although, not a member, the BOD at the recommendation of the Safety Committee is requesting that the former member be given the opportunity to respond to the grievance. In the interim, former member Chris Marsh is prohibited to engage in any flight activity at the field. That also means that any guest privileges (which he has since used up) have been revoked.

**NEW BUSINESS**

**NEW MEETING LOCATION:** Wally reviewed the survey data with the membership, and at this point in time we will continue to meet here at Cutler Ridge Mall.

**MEETING FORMAT:** We decided to keep the business portion of the first part of the meetings. The members were not in favor of quarterly business meetings; however, whenever possible we will expedite business agenda items.

In order to address the non-business aspect of the meetings, and to encourage better attendance, Secre-

tary/Treasurer Rick Pellecchia proposed that beginning calendar year 2004, we would have work-shops each month: show and tell, videos, and any other request that the membership would like. It would work something like this: Before the end of the year, the membership would send in their requests for what they would like for a non-business item for the second part of the meeting. The membership would vote on twelve of these items, and we would schedule one for each month. We would look to those members whose expertise could speak to each item; i.e. if someone was interested in "scratch-building" scale "war-birds", we could maybe twist Nick Capone's arm to bring in one or two of his scratch built aircraft and maybe talk about what it takes to get one built. Plans, bill of materials, construction hints, etc. Same for covering techniques, painting, radio installation, and repairs...you get my drift.

Oh, and by the way, for every club meeting that is attended, the member gets points, and after six months, we have a raffle for a very nice prize; so if you attended the previous six club

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**Thursday Night is Club Meeting Night at Cutler Ridge Mall – New Starting Time... 7PM!**

## Secretary's Servos

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meetings, your name goes into "the hat" six times. We do the same thing for the last (12<sup>th</sup>) meeting. Your previous six month attendance continues to be "rolled over" into the second part of the year. Just think of it, if you had attended every meeting for the year, your name goes into the hat 12 times! The year-end prize would be even better than the six month one.

To give you some idea how dreadful the attendance was at this meeting, out of a total membership of 239, we only had 17 members at this meeting. Your club officers are committed to fully support this effort, but we need your participation to make it happen.

**AEROFEST 2004:** Nick was unable to attend; tabled for next meeting

**IMAA:** IMAA members, please send your membership information (Name and IMAA membership number to Nick Capone. Nick's e-mail address: [NickRC3@aol.com](mailto:NickRC3@aol.com).

**FUN FLY'S:** Why aren't we having anymore Fun Fly's was the question... just ask Vicar Hernandez, our Events Coordinator. Vicar worked tirelessly last year in scheduling Fun Fly events; but the member response and participation was again abysmal. If we can convince Vicar that we will participate and get volunteers to assist him, I think we can convince him to begin scheduling Fun Fly events again. I will follow-up with Vicar and find out what he is looking for in terms of participation and help.

### MEMBERSHIP

Let's extend a warm AMP's welcome to the following new member(s): : R. Borbolla Jr., J. DeJesus, C. Kline, J. E. Koch, J. M. Koch, R. A. Koch, D. Markowitz, and L. Townley.

The following Associate Member(s) were scheduled to be voted in, but failed to show up for the meeting: none

The following Associate Members are due to be voted into the club at our next meeting on October 9, 2003: M. Lahens, M. Leon, A. Sotolongo. 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 **October 09, 2003** will be: **\$25.00**. 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 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 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.

## New Club Meeting Format For 2004

At last month's meeting we analyzed the data gathered from our web page survey, which indicated most members wanted workshops added to the monthly meeting agendas. However, the members present were not in favor of limiting the business portion of the meetings. They felt our Club has enough business, each month, that the first hour (maximum) of each meeting should be devoted to addressing it. They said, "If it takes less than an hour... great, then we can start the workshops earlier".

It was suggested we pick twelve topics of interest and present a different one at each meeting in 2004. The reason for selecting a year's worth of subjects in advance is to give ample time for finding presenters with expertise in the topics chosen. We have an abundance of knowledge within AMPS, so it shouldn't be difficult. However, if needed, we could draw from other Clubs or businesses.

To gather possible topics of interest, a suggestion board has been placed in the "Members Only" section of our web site. During the month of October, we would like each member to submit as many topics as he or she can think of, so we can have an extensive list to choose from. Then, during the month of November, we'll have another page, in the "Member's Only" section, where

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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 Drewniani**  
 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) 424-0605

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 8:00 PM every Second Thursday of each month at **Cutler Ridge Mall, 20505 South Dixie Hwy.**

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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members can vote on the twelve topics they like best. By December 1st we should have our final selection of subjects and be ready to start our first workshop in January.

The Member's Only section of our web page is becoming more and more useful for gathering input and allowing more members to have a say in the day-to-day running of the Club. It is not our intention to discourage meeting attendance. On the contrary, we're working hard trying to boost attendance by adding workshops, but in the mean time we need your input. If you cannot attend meetings, please use our web page as your voice in Club matters.

## -Battery Charging-

Have You Ever Wondered How to Correctly Charge Your "Gel Cell" Starting Battery And How About Maintaining Your Flight Packs at Full Charge?

by Wally Crichton

I don't know about you, but I kinda forget about charging my 12 volt gel cell starting battery until it no longer spins my model engine. When it gets to the point that backing up the prop, revving the starter motor and jamming it onto the spinner won't work... then I start thinking about getting out the ol' charger.

Of course, I don't have a proper charger, just an adjustable power supply that can be cranked up beyond 12 volts. I usually place an amp meter in the charging circuit then turn the



The charger I use is a 12 volt 6.5 amp power supply out of a scrapped industrial machine. The voltage adjustment potentiometer is between the transformer and the big filter capacitor.

## The Story of AMP'S AeroFest '03 Now in IMAA's High Flight Magazine!



Nick Capone reports: The IMAA finally got around to publishing our AeroFest 03' event. They selected the pictures to publish and wrote their own text (which contains many errors) under the photos. The full article is in High Flight Magazine, Fall issue, pages 108-110. Perhaps Nick can bring a copy of that issue to the next meeting so we can all see it.

Nick also reports, he just returned from Texas where he attended the 15th Annual B-17 Gathering and Big Bird Fly-In. He said it is 1450 miles each way, "though it was simply the best fly-in I've participated in. An incredible display of scale models and flying talent". He took over 150 digital pictures and has promised us an article, with pictures, for November's newsletter.

voltage up until about a half amp is going into the battery. As the amperage falls, I periodically tweak the voltage up to maintain the half amp charge rate. I do this until I feel the battery has charged "long enough". The thing I noticed about following this procedure is the battery gets pretty hot by the end of the cycle.

This bothered me, as it should have, so I decided to find the proper method. The internet is a great source of information and our web site has an excellent link to Red Scholefield's Battery Clinic. So, I started there then went to several manufacturer's sites. Each one, stressed gel cells should never be charged at a constant current, but rather, at a constant voltage. Now that's neat to say, but how does one know when the battery is fully charged? I've dealt with NiCad's for years and understand them pretty well. In basics, you just force current

into them, at one tenth their rated capacity for about 16 hours and you're good to go. But, I know from experience charging a gel cell at a constant voltage, that will not exceed a half amp charge rate, will result in a continually declining amperage until little further charging occurs. So, what do you do? I'm glad you asked! I have a 7 amp hour, sealed lead acid "gel cell" battery and here's what the a manufacturer recommends:

**Cycle Applications: Limit**

*initial current to 1.5 amps. Charge until battery voltage (under charge) reaches 14.40 to 14.70 volts at 68 degrees F. Hold at 14.40 to 14.70 volts until current drops to approximately 70mA. Battery is fully charged under these conditions, and charger should either be disconnected or switched to "float" voltage.*

**"Float" or "Stand-By" Service:** *Hold battery across a constant voltage source of 13.50 to 13.80 volts continuously. When held at this voltage, the battery will seek its own current level and maintain itself in a fully charged condition.*

**Note:** *Due to the self-discharge characteristics of this type of battery, it is imperative that they be charged after 6 to 9 months of storage, otherwise permanent loss of capacity might occur as a result of sulfation.*

*(Information obtained from Power Sonic, 3106 Spring Street, Redwood City, CA 94063)*

The first thing I noticed is, I wasn't allowing nearly enough initial charge current and then when the battery reached full charge I continued to hold the half amp charge rate. Since I was monitoring current instead of voltage, I didn't know when full charge was achieved. This is undoubtedly what caused the overheating problem.

I'm now using the manufacturer's recommendations and the battery no longer gets hot at any time during the charge cycle and, best of all, I now know when the battery has reached its full charge!

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Another charging dilemma I've wrestled with over the years is how to maintain NiCad transmitter and receiver packs in the ready state after they've been fully charged. Most modelers I know either trickle charge or charge overnight before each flying session. I've always done the latter because most experts say trickle charging for long periods is a no-no.

While researching gel cells, I read Red Scholefield's article on charging NiCad's. He feels trickle charging is inferior, and recommends the following:

*Simply connect your regular wall module charger that came with your system to an appliance timer. Inter-matic makes a good unit for around \$5.00. Set the trigger pins on the timer so that it is on for 1 hour a day. When you return from a flying session turn the timer wheel so that the on off triggers come up in 14 to 16 hours. Then turn the timer knob to on. This will give your pack a full charge and then a sustaining charge for 1 hour a day. The battery can be left in this manner for a long time between flights and still be maintained at a fully charged state with minimal overcharge.*

*If you only fly a couple of flights, you can just set the timer so that you get 6 or 8 hrs before you go into the 1 hr. per day mode. If we assume a normal 2 hr flight time for a system and you only fly 20 minutes. Then the charge you need to return is 20/120 times 16*

*hours, or about 3 hours.*

I've been using this system to maintain three flight systems and a glow starter for about a month now and it seems to be working pretty well (see the set-up below). Being a doubting Thomas, every few days I switch the transmitters on and check the voltage readings. Then, I use my expanded scale voltmeter (ESV) to check the receiver packs. So far, everything seem to be holding at full charge.

The problem with using one timer for all four systems is not being able to control the charge time for just one. After returning from a flying session, I have to remove the appropriate charger from the terminal strip and



*This appliance timer came from Radio Shack and costs a little over \$7.00, but Sears has them in their tool department for \$5.00 and change.*



*Above is my new charging station. The ESV on the right is used to periodically check the ready state of each pack. Right, on the wall, is the appliance timer, which powers the terminal strip (behind) that all the chargers are plugged into. It turns on for one hour each day and maintains all three flight packs and the glow starter at full charge. I have the timer set to come on at 6AM and go off at 7AM, so if I get up and decide to go fly, each pack has just been topped off and is good to go.*

plug it into another outlet until the transmitter and receiver pack go through a full charge cycle. After that, I return everything back to the terminal strip where it's maintained until the next flying session. I've been thinking about this, and since the timers are so inexpensive, I think I'll invest in three more. Then, I can plug the terminal strip directly into the wall outlet, plug each timer into the strip and each charger into its own timer. This way, I have individual control over each charger. As Red suggests, after each flying session I can set the timer for the length of time I need to achieve full charge then let the unit automatically fall into its 24 hour maintenance cycle. The slight drawback I see, is not having every charger on the same schedule. After a while, each timer will be coming on at a different time. However, I feel this is a small price to pay for the obvious benefit. Also, not having to remember to take the batteries off charge is a real plus for me (and the batteries).

I now feel much better about the way my flight systems are being maintained and I'm confident they'll last longer too. However, only time will tell for sure, so I'll keep you posted.

## FOR SALE

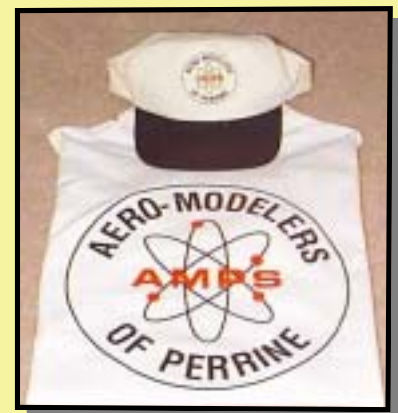
### Club Tee Shirts & Hats

#### Tee Shirts

Small to Extra Extra Large! \$15

#### Hats

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



Contact: Loretta Westphal

LWestp5576@aol.com

(305) 451-3332