



**President's  
 Plugs**

by  
 Wally Crichton

November is here and we all know what that means... Nomination of Officers. Not to mention, it's almost Christmas and I don't even want to think about that!

I talked to Rick, Bill, John, Vicar and me (I said to myself... self). We are all willing to serve another term if the membership wishes to nominate us. I didn't get a chance to talk to Frank, but I'm pretty sure he'll go along too. The

Committee Chairmen aren't nominated, of course, but they're a big part of the "Administration" and they play an important role in insuring the success of the elected Officers. However, this only means we're assured of having a minimum slate; other nominations are expected and welcomed.

I've had a thought, (and that's a dangerous thing for me) but what if we opened the Meeting Room on a couple of Saturdays during January, so members could drop by and pay their dues. Do you think it would be helpful/beneficial? I'd be willing to donate a Saturday or two and there are probably others who would also. Let me know.

We've got two big changes coming to our meeting format; one was approved last month and the other will be voted on at this month's meeting. The first

adds guest speakers to the meetings; covering topics of general interest. We've had a "Topics" suggestion page on our web site this past month, but we received very little input. It looks like we'll have to develop the list of twelve topics at the next meeting. Guys and gals, put on your thinking hats and come up with some ideas.

The second change, rewards members for attending meetings and still needs to be voted on (see Rick's Minutes below for details). All in all, I think it's a good idea. Having a chance at winning \$250 or \$500 (or possibly both) is pretty strong incentive to attend as many meetings as possible and to bring something for show and tell also. However, other members feel the money would be better spent maintaining the field. What do you think?



**Secretary's  
 Servos**

by  
 Rick Pellecchia

**MINUTES October 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 September '03 was read and accepted

**OLD BUSINESS**

**FIELD REPORT:** Bermuda 419 grass seed is cost prohibitive, and the return not worth the investment. We will continue with our current seeding maintenance program.

**MEETING FORMAT:** We are looking for member input for twelve (12) modeling topics for next year. Please contact any of the club officer's with suggestions.

**ATTENDANCE REWARDS:** We are still fine-tuning the attendance rewards program that was outlined in last month's minutes. We decided that there would be a maximum of two points allowed in any one meeting; i.e. one point for attendance and one point for a presentation, show and tell, or any combination of the two. The six month prize would be a gift certificate of \$250.00 and the year end prize would be a gift certificate of \$ 500.00

**AEROFEST 2004:** AeroFest event coordinator Nick Capone advises that we again will have a single day event on Saturday, April 3, 2003. Nick proposes a budget of \$2,000.00, and seconded by Vicar Hernandez; motion passed.

**NEW BUSINESS**

**2004 OFFICER NOMINATIONS:** Nominations for President, Vice President, Secretary/Treasurer will be accepted for next meeting.

**2004 SWAP MEET:** Loretta Westphal and Vicar Hernandez are working on our first ever "planned" swap meet to be held at the Cutler Ridge Mall Parking lot on Saturday, March 6,

2004. This site was chosen so as not to interfere with any flying activities at the field. We plan to have a food and drink stand for the convenience of vendors and customers. There are no set-up charges; just bring your own tables, and shade; and of course, your "stuff". A budget of \$500.00 was proposed by Vicar, and seconded by Chip Cipoloto; motion passed.

**MEMBERSHIP**

Let's extend a warm AMP's welcome to the following new members: M. Lahens, A. Sotolongo.

The following Associate Member was scheduled to be voted in, but failed to show up for the meeting: M. Leon

The following Associate Members are due to be voted into the club at our next meeting on November 13, 2003: R. Alves, J. Finocchiaro, A. Prieto, J. Ramirez, J. Ramos, and W. Volk 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 November 13, 2003 will be:

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## Secretary's Servos

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\$17.00. 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, 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 them 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.



## Two Intrepid AMP'S Members Descend On Bomber Field

by Nick Capone

As many of you may know, there are a handful of AMPS members, including myself, that possess a strong interest in Scale R/C modeling, particularly the giant-scale warplanes of World War II. To support this interest, we find ourselves often traveling throughout Florida and the Southeast participating in these specialized events. One event that has intrigued me throughout the years has been the highly publicized "Gathering of Giants", held annually at Bomber Field, Texas. I've read how this event was one of the largest in the U.S. and catered only to the scale modeler, whether it is of civilian or military origin. Other personal interests included the camaraderie of hundred's of scale modeling friends, an enormous swap meet, the opportunity to witness the "Bear" fly, and experiencing that wonderful Texas hospitality.

Texas? Now that's quite a distance from Miami! But Monaville, Texas? Where the heck is that? A quick Internet search located Monaville, located *only* 1450 miles from Miami and thirty-five miles NW of Houston. Additional research informed me it was a solid 25-hour drive. OUCH! Now this was just a little too much driving for me, especially towing a large trailer

behind my vehicle.

An unexpected surprise would soon arise. Late in the month of August, close friend and another R/C warbird junkie Richard Ferrer, called one evening and mentioned his interest in possibly attending the Bomber Field event. The best part was that he volunteered to drive. Wow... that's all I needed to hear! Now, all I needed to acquire was that proverbial "kitchen-pass" from my spouse (you married guys know exactly what I'm talking about). After some charming flowers, dinner and additional entries to the "honey-do" list; I got that pass! Actually my wife has always supported my interests and is very understanding in these matters...



Richard at the entrance to Bomber Field.

### Club Management

President — **Wally Crichton**  
 Vice President — **Bill Bishop**  
 Secretary Treasurer — **Rick Pellecchia**  
 Safety Committee Chairman — **John Mitchell**  
 Field Engineer — **Frank Drewniany**  
 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 Cipoloto** — (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) 424-0604

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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the trip was now on.

The day before our scheduled departure Richard and I loaded six, yes six, giant-scale warbirds into the trailer, along with all the support equipment and items we intended to sell. The next day we left Miami. After countless cups of coffee and hours of conversation in our attempt to solve all of mankind's problems, we arrived into Sealy, Texas located 50-miles west of downtown Houston.

A few hours later, daylight appeared, and we were off to this town called Monaville. To reach Monaville required driving through a half-dozen small towns, with populations of less than 500. After this scenic 30-minute drive, we arrived at the field of dreams... Bomber Field.

As we drove through the main entrance and alongside the access road, a friendly gentleman approached and introduced himself as B.B. Weber, better known as B.B. Being the proprietor of the facility, B.B. is also a veteran AMA member and an individual that truly enjoys the scale modeling aspect of our hobby. Twenty years ago he envisioned developing and organizing an event in which the participants and their families would gather, enjoy the pleasures of model aviation and plan their return for the following year. Today his vision is reality as our initial impression of the complex certainly proved to be true.

The flying field consists of forty-two acres, predominately flat, grassy land and surrounded by similar terrain of

the neighboring land-owners. No houses, city lights, interstate highways, cellular antenna towers, or unrelated traffic out here. Carved into the west end of the property is an oversized asphalt runway and adjoining taxiways, which lead into a covered shelter. Referring to this structure as a covered shelter is an understatement. The structure, or building, consists of two levels and measures several hundred feet in length. Within it, houses dozens of workbenches and tables all equipped with electrical outlets. An air-conditioned transmitter impound room, kitchen and a conference area are all within this lower level. The upper level is strictly an observation deck for spectators. With its multi-tier seating, it provides an unrestricted view of all flight operations and proved to be a popular area during the height of action Saturday afternoon.

After our quick acclamation of the surroundings, we were directed to a place to park our vehicle and erect our shade shelter. Like two children on Christmas morning, Richard and I immediately

began unloading the trailer's contents. Our routines from past events has been to drag everything out including the airplanes and support equipment, assemble that cumbersome shade shelter, then begin the prepping of the models.

All went well up to this point, as we were al-

ready discussing the flying of formations in short time. In our haste to finish the tedious set-up process, our attention was momentarily diverted to a rather large B-17 bomber taking off. At this time the unimaginable occurred. From out of nowhere a huge wind gust appeared and lifted our partially assembled 10'x20' tent off the ground. Not only did it lift off the ground, it became airborne! Well, within moments of becoming airborne, it came crashing down. Where, you ask? Right smack on our airplanes! We could not believe our eyes. Closing them, rubbing them, even pinching ourselves didn't change the horrible sight before us. It was at this time Richard and I looked at one another and simultaneously worded, "We drove 1450 miles, 25 straight hours, and in less than 10 minutes the planes are destroyed"? Quickly we gathered our senses and lifted the tubular albatross up and away. We observed the carnage. Richard's prize JU-87B Stuka had been crushed. The snake was decapitated! The second model, my P-47 Thunderbolt, narrowly missed the impact. Upon closer inspection we ob-

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Above, a B-24 Liberator. Below, is a 30% B-25 Mitchell Bomber being pushed by its builder/pilot.



Richard and me in front of our compound with our Stukas. Richard is holding his ill-fated "Snake".

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served the tent's main support truss had completely severed the Stuka's fuselage just forward of its horizontal stabilizer. Making matters worse, the stab's main spar was cracked, vertical stab broken and both elevators crushed. Not Good... not Good At All. In retrospect, I imagine the damage could have been much more severe, though at

end of the second day the clouds broke and all wind gusts had subsided. Dozens of pre-registered pilots now converged from the pits onto the ready-line with their airplanes prepared for flight.

Continuous flights of giant-scale R/C warplanes occurred throughout the day, usually 4 to 7 airborne models at any given time. I observed several P-51 Mustangs fly in a loose formation.



Above, more B-25 Mitchell Bombers. Below, several Boeing B-17's awaiting take off.

this moment nothing seemed worse.

So, for the next several hours the remnants of Snake Stuka were pushed aside. I knew it wouldn't be long before Richard's persistence kicked in. With assistance offered by several concerned pilots, the repair process quickly got underway. Many fellow pilots had contributed their tools, epoxy and CA glues, fiberglass cloth and an assortment of selected balsa and hardwoods necessary for the structural repair. Two days later Richard completed the repair and the Stuka was now ready to sound her siren. Let the fun begin!

Initially, the weather conditions weren't ideal, beginning with 20 MPH gusts and a crosswind that wouldn't quit. This, and an occasional rain drizzle, kept the flight line open. By the

These would be followed by the popular F-4U Corsair, P-47 Thunderbolt's, ME 190's, Skyraiders and FW-190's. Groups of multi-engine bombers appeared, such as the popular B-25 Mitchell, Heinkel 111 and several B-17 Superfortresses. We counted twelve different examples of this Boeing classic.

Several civilian designs would later take flight, including a 12 foot Super Constellation, 1/3 scale Piper Cub and a Stinson Reliant SR-9. I was fortunate to have flown my Zero and Skyraider in the earlier exhibition, as I did not want to miss the upcoming Super-Scale warbird segment. This flight demonstration would only include military and civilian models of huge proportion. By huge proportion I'm referring to models with wingspans

ranging from 120 inch to 258 inch! These are simply R/C models many of us rarely see or witness fly. Included were Grumman's Hellcat and Bearcat, a Navy TBM Avenger, a B-25 Mitchell bomber, several Boeing B-17 bombers, a Consolidated B-24 Liberator bomber, a Lancaster Bomber and a 1/2 scale Gee Bee R-2 racer. From talking to many of the pilots and builders of these miniature aircrafts, I learned that these massive models started life as the 1/5 scale version of what the designer intended. They're basically built from enlarged plans from popular designers such as Nick Zirola, Don Smith and Bob Holman. The only limitation on how large one could be constructed is simply the availability of an engine and landing gear. Today's class of high-torque servos, high-capacity batteries and reliable radio equipment are engineered to withstand the tremendous loads placed upon them from huge air surfaces. Of course, anyone attempting a project of this caliber usually has full-scale aircraft experience, years of scratch building R/C airplanes, and lots of spare time... oh, and an enormous sum of disposable cash.



"Rare Bear", Grumman Bearcat with Reno racing scheme.

Saturday morning had arrived. All week we were informed it would be the busiest day of the event. Hoards of spectators began to arrive early and fill the stands. Dozens of pilots from north of Dallas, to south of Laredo, drove in for a day of flying. A news crew from Houston appeared and requested a flight demonstration, which would be aired later that day. Much of the flying schedules remained similar as



Super Constellation.



The main shelter with the spectator area above.

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earlier in the week except for the half-time show.

Earlier I had arranged with the Contest Director to conduct a 7 Stuka gaggle. Now our time had come to perform! Myself, Richard and five other pilots flew their Zirola-designed Stuka's in unison, dropping bombs and wailing the sirens. The crowd really loved it! Several W.W.I fighters then took to the skies including Sopwith Pups, Camels

and several Fokker designs, such as the DR1 Triplane, D-VII and the D-VIII Razor. Once all had landed, the multi-engine W.W. II bombers and fighters flew. Included in this category were the P-38 Lightning, DeHavilland Mosquito, B-17, B-24, B-25, Heinkel 111 and Lancaster Bombers. Single-engine fighters soon followed, such as the Japanese Zero, Mustang, Bell's unique P-39 Aircobra, Hellcat, FW-190 and a ME-109.



This ME-109 met with an unfortunate end.

Familiar demonstrations then followed and involved a flying witch on her broom, a flying lawnmower and a thrilling 3-D exhibition performed by an unknown T.O.C. competitor. The crowd really got a charge from these unusual flying objects. The halftime show would conclude with the flight of the famous TU-95 Russian "Bear". For those of you who may not have read about this flying behemoth in various R/C magazines, it is simply a sight to behold! Based on the Russian Intercontinental Nuclear Bomber of the Cold War era (and the competitor to America's B-57 bomber), this flying monster is constructed to 1/10th scale of its full size brother. This equates to a 90 lb., 21' 6" wing-span model. Yes, 21.5 foot wing-span! She's powered by four Laser 220 engines, uses 28 servos, 16 battery packs and three receivers. Incredible, huh? Of course something of the mass involves a knowledgeable crew, and B.B.

had four guys ready for the task. They wheeled the bomber out to runway center. One crewmember held the transmitter, two held the plane at the wing's root leading edge, and the fourth began the start-up of each engine. In short time, all four engines purred in a synchronized harmony. With brakes engaged, the engines were slowly advanced to full throttle. I'll tell you, the holders were literally hanging on for dear life! Once the engines were cleared and returned to idle, it was time to begin take-off procedures. Again with brakes locked, all engines began their increase in RPM 's. One could see the model's brakes struggling to maintenance their hold. With a simple flip of a transmitter switch, the TU-95 began her roll down the centerline of the runway. Full throttle now, the plane was really accelerating - much quicker than I would have imagined for something of its size. After rolling for approximately 200' you could sense rotation was near. At that moment she lifted her nose slightly and began a shallow climb-out. Once stabilized with sufficient attitude, the Bear actually appeared to fly quite docile. After a half-of-dozen low-level fly-by's, and eight minutes into the flight, she was ready for landing. Witnessing this approach and landing (and the drool secreting from the mouths of many spectators) was an unforgettable sight. It was smooth and uneventful... similar to observing a commercial airliner land at M.I.A.

Sunday morning had arrived. Richard and I anticipated an early departure from Bomber Field. After all, we had a 25-hour drive to contend with. Well, were we surprised upon entering the facility that morning? Overnight it



This is the famous Russian TU-95 "Bear". Below, workers, on the main runway, ready the plane for take-off

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had rained 11 inches and Bomber Field was now transformed into one massive



mud pit! Dozens of motor homes, travel-trailers and vehicles were stranded in this Texas muck... many of them up to their axles!

Our friend B.B Weber knew something we didn't about Texas rainstorms. He surely anticipated some foul weather, because out from behind a storage shed appeared this Caterpillar Front-End Loader. With its dangling chains, huge knobbed tires, and barking diesel engine, each and every vehicle (including ours) was pulled out onto a hard surface. So, after this seven-hour delay, we hit the road, mud and all. All airplanes had been flown and were intact to fly another day... a modeler's dream.

In conclusion, this venture was certainly one of the most thrilling I have experienced in 22 years of modeling. Despite the long drive, foul weather and fire ants, I will surely make the trip again. Fire Ants? Oh yes, I almost forgot. No one bothered to warn me that Texas fire ant mounds are often subterranean and when it severely rains, they all come to the surface... HIGHLY AGITATED! I was attacked and bitten repeatedly and three weeks later, I'm still scratching. In the future, when you see me looking down as I walk... you'll know why!

got what I asked for.

After some negotiations with Emil he agreed to send me the plans for the kit which included the details for the Turbo version I wanted all along. In looking at the task ahead I realized it was too early in my model airplane builder's career to undertake such a



project. The box went untouched for a while until my wife reminded me of the money I had invested and the space it was taking in the guest room. It was time to take the beast by the horns. The airframe was in fair condition but the tail was a mess, some side-by-side movement and the horizontal stab came loose, the hinges were there just for decorations. Upon removing the doors I discovered a date, which showed the airplane was at least ten years old; it really looked like 50 years old.

A new tail section was built which included a totally hidden control system with a pull-pull rudder, an arrow shaft for elevator control and a scale

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## My Dream Finally Flies...

by VÍcar F. Hernández

Years ago, when I started in the hobby I read an article on the Pilatus Turbo Porter and how it is used by the Swiss Army to do rescues in the Alps; I fell in love. Then and there I decided that one day I was going to have a model of this odd looking airplane. Well, my dream finally came through, construction was finished, butterflies settled, and it took off...

I found that a Porter kit was produced by Ikon'N'wst but it was too expensive for my budget. In talking to Emil, the kit builder, I found out he still had the prototype he built to make the kit and that he was willing to let it go for even less money than the kit. We negotiated and I started dreaming. When the huge box arrived, I looked inside and to my surprise it was the most horrible airplane anyone has ever seen. It was not the

version of the Porter I expected, it looked more like a Cub than the distinctive long-nosed Pilatus Turbo Porter I had fallen in love with. The covering was in terrible shape and you could see yellowing epoxy all around. My excitement got in the way of my judgment and prevented me from asking Emil the important questions regarding the airplane, so, I



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looking tail wheel. The wings were next; after many hours of thinking and asking around, it was decided that the servos could be hidden inside the wings



so a lot of balsa was removed from the underside of each wing panel in order to route the servo wires and to build the appropriate servo trays for each aileron and flap. In examining the wings, I got the feeling that the attachment method was not adequate and



before closing them up a wing tube was installed. Figuring out how to align the wings to give them proper dihedral was a nightmare, thank God for the Internet and my fellow AMPS members.

The last major reconstruction was the nose. I found a 1-½ pound block of lead inside the gas tank compartment. Once again, trying to figure out how to build the strong long nose the Turbo Porter is known for was no easy task. Many hours of

looking at the plans, the Internet, and just staring at the ceiling went by before a design for a box, similar to the ones used in IMAC planes, came to life. The box was made out of light plywood and triangle stock and attached to the airframe with screws and epoxy. Balsa sticks and planks surrounded the box which also housed the gas tank and

throttle servo. Covering, electronics, decals, windows, was all simple stuff compared to the previous several years.

My Pilatus Turbo Porter has a wing span of 98" and it is 72" inches long. Power is provided by a pumped OS 1.20 Surpass II, moving a 15 X 6-10 prop, and a 20 oz. gas tank. Hitec 605BB servos were installed in each control surface (2 aileron, 2 flaps and one each elevator and rudder).

Two 1100 Mah batteries with independent switches are connected to a Hitec receiver. Rudder is controlled with a pull-pull system and the elevator is moved with an arrow shaft. Except for the aileron control horns and push rods, all controls are hidden. The



some encouragement from Tom Caldwell I decided to take the chance. Tom was kind enough to do all the preflight checks; he pulled on all the control surfaces, checked the balance, adjusted the engine and gave it his blessing.

We walked all the way to the end of the runway and stood behind my beautiful bird. Tom gave the go ahead and I gave it some power, she started rolling and with just a little bit of up elevator and very slight right rudder she was airborne. What a rush, my heart was in my throat, my knees were shaking, and it was wonderful. The Porter moved up and turned to the left, she went around and around. Tom continued giving me very sound advice, he warned me many times not to let her go too far or to fly her too fast.

It was finally time to bring her down; I started my decent, but went around a couple of times. The shaking of the knees was so intense that I decided to put my pride aside and not risk the chance of a disaster on this wondrous first flight, so I handed the controls to Tom who landed my bird without a hitch. What a feeling of relief, it was a rush of pride and accomplishment.

Thanks to all of you who in one way or another helped me realize this dream. And now, I know my dream finally flies...

landing gear is custom made of ¼ inch piano wire with aluminum tubing functional shock absorbers. Covering is Monocote with decals made by Bill Fulmer's Custom Cut Graphix in Louisiana. The logo is the Taino Indians representation of a coqui, a small tree frog that lives in Puerto Rico (where I am originally from), which makes the distinctive sound that gives it its name.

The beast was finally tamed. This past Sunday I came to the field with the intention of just run up the engine and do some taxing around. The wind was a little bit strong even though it was straight down the runway. It did not look like a good day for a maiden flight! However, with





## LEIDNER'S ROASTED LIMERICKS

Doc Says, " *They're not Chestnuts, just plane Nuts... and I just may have used your Name too!*"

You all know Ralph "Doc" Leidner don't you? He's the guy that tells those corny jokes we all laugh at. Anyway, after last month's Club meeting he and Harry Hawthorne got to reciting Limericks, which caused Doc to try his hand at writing a few. Well, now he's on a roll and has crafted (and sent to me) over thirty of them so far.

For your enjoyment, I'm printing a few each month until they're all used

up or you guys lynch me; whichever comes first. So, here goes...

A farmer, to keep his crops green  
Installed a new sprinkling machine  
Instead of watering food  
'Twas my airplane it screwed  
The best one I've ever seen.

A helpful Amps member named Bill

Supplies, and picks up the trash  
bags you fill  
He cleans and polices  
Even scoops up dog's feces  
To tidy the mess that guys spill.

Here's the "skinny" on Vicar Hernandez,  
Who wears his Chef's hat like a Turk's fez.  
He caters our food,  
With out being rude,  
And chairs great affairs, when the Prez sez.

It's time now to toast Harry Hawthorne,  
Who enjoys hearing humor, though shop worn.  
So tell him a joke,  
And just as the Oak,  
He'll burst from his shell, like the acorn.

Ok, that's all for this month. If you can take it, I'll print some more next month. Remember though, their Doc's Limericks... Not Mine!



I promised you an update on my new charging station, so here it is. As you can see, I now have four timers; one for each transmitter and receiver pack. This allows me to set individual charging times for each pack based on the amount of time it was used. So far, it's working great.

## Lost and Found

Helicopter Rotor Blade Incidence Meter



If You've Lost This Device, Contact wally@amps-rc.com

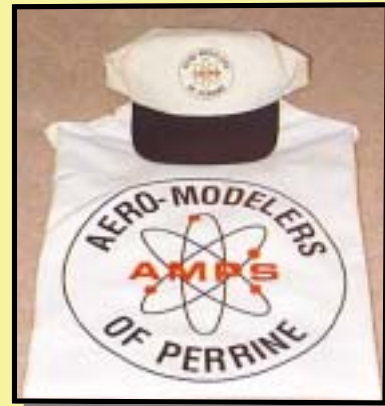
## FOR SALE

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