



**President's
 Plugs**
 by
 Wally Crichton

First of all, I wish all of you, and your families, a very Happy Holidays. Guys... and ladies, I hope Santa brings you all those special airplane goodies you've been wanting.

At the last meeting we had nomination of officers and the current officers were nominated for another term. No other names were submitted for any of the offices, so it looks like we're all running unopposed. I don't want to seem too overconfident by claiming victory over my "non-opponent" before the final vote, but... thank you for giving me a

chance to serve another year. We accomplished a lot, but the year went by so quickly I didn't get everything done I wanted. I look forward to 2003!

One thing that did get done are the Bylaws. I really feel good about the way they turned out and I hope you do also. Remember, there're being presented for membership approval at the December meeting, so, if you haven't already done so, go to the our web site, download a copy, read them carefully and come to the meeting. If approved, they go into effect January 1, 2003.

A lot of thought and effort went into crafting the new Bylaws and I want to thank the Committee; Bill Bishop, Frank Drewniany, Mike Hunt, Mike Laughlin, Rick Pellecchia, Art Silver and John Wanamaker for their outstanding effort. It was a year's worth of work, including meetings and lots and lots of E-mails with the next "revised document" attached. None of the guys

ever grumbled or complained (even though some of the discussions got rather lively at times) they just kept plugging away until every point had been resolved. All I can say is, "Well done!"

As some of you have already heard, Mike Laughlin tendered his resignation as Club Safety Officer (under the new Bylaws this position will be Safety Committee Chairman) because of other commitments which will claim much of his time. While he won't be as active in Club management as he was, he will be out to fly every chance he gets and will continue to instruct when needed. Mike's input will be missed, but if his situation changes in the future, he's welcome to join in again!

Did you see this month's (January 2003) Radio Control Modeler? I did a double take when I saw the picture at the bottom of page 3. Check it out on page 3 of this newsletter.



**Secretary's
 Servos**
 by
 Rick Pellecchia

FLIGHT INSTRUCTORS: Bill was not in attendance so we will have to wait till the next meeting for the update.

BIG BIRD 2003: Nick Capone advised the membership that both IMAA and AMA sanctions have been pulled for AMP's Aerofest 2003 for Saturday, April 5, 2003

IMAC 2003: IMAC member Mike (Chip) Cipolato voiced his concern regarding the flying hazard that the irrigation unit poses in its present location. He feels, and we generally agree, that a pilot's concentration could be adversely affected, and thus his performance with such a distraction. Chip is of the opinion that the club should cancel the event for 2003. After some discussion, the Secretary/Treasurer suggested to Chip that he contact all the other IMAC members of AMP's, for a decision to cancel or not. Chip will report back to the club on the decision of the IMAC members.

2003 OFFICERS NOMINATIONS: A motion was made by Vicar Hernandez, and seconded by Harry

Hawthorne to nominate, and re-elect the current incumbent slate of officers: Wally Crichton, President, Bill Bishop, Vice President, and Rick Pellecchia, Secretary/Treasurer. Motion carried. There being no other nominees, a motion was made by Tom McGraw, and seconded by Nick McCord to close the nominations. Motion passed.

NEW BUSINESS

2003 BUDGET: President Wally Crichton announced to the membership that for the first time in the club's existence, an operating budget for 2003 will be prepared and presented for the membership's approval.

NEW CLUB BYLAWS: The new club Bylaws have been revised, and rewritten. They can be viewed/downloaded from our website: www.amps-rc.com. Wally advises that there are hard copies of the new Bylaws for those members who cannot get online.

CLUB SAFETY OFFICER: Mike Laughlin advises that he is resigning

(Continued on page 2)

MINUTES NOVEMBER 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 October was read and accepted

OLD BUSINESS

FIELD SAFETY BENCHES: Only two members reported using the bench. We need to get more members to use the bench so that we can get recommendations on whether or not it makes sense to go ahead with the purchase of materials and construction for several more. Please help us out.

Thursday Night is Club Meeting Night — See You There!

(Continued from page 1)

his position as Club Safety Officer so that he can devote his full attention to personal matters at home. This Club is extremely grateful for Mike's tireless efforts in promoting AMP's to the general public and his continuing yeoman service to the Club. It is extremely crucial to the operation of this Club that this position be filled. Please refer to the new by-laws for the job description and the administrative support the Safety Officer will be getting... and oh by the way, as an incentive, the Safety Officer does not pay any annual dues.

2003 CLUB DUES: For those of you who will be renewing their membership for the first time, and those of us that need reminding, your membership renewal goes like this:

- You must have a **2003 AMA MEMBERSHIP CARD** when renewing your membership; include a copy if renewing by mail. **NO 2003 MEMBERSHIP RENEWALS WILL BE ACCEPTED WITHOUT PROOF OF CURRENT AMA MEMBERSHIP.**
- 2003 dues of \$100.00 (\$1.00 Junior's) is due not later than 1/31/03
- A \$10.00 surcharge will be assessed for dues not paid in January.
- Any member not paying their dues plus surcharge by February 28, 2003 will have their membership revoked.
- For those members having their membership revoked under the aforementioned circumstances can be reinstated into the club by first becoming and paying an associate member fee, and repeating the new membership process.

Please avoid any penalties, and renew your dues on time.

MEMBERSHIP

Let's extend a warm AMP's welcome to the following new member: **Antonio Vega.**

The following Associate Members are due to be voted into the club at our next meeting on December 12, 2003: **Andrew Hartman, Marvin Hill, Thomas Mackie, Ariel Quintana, and John Rudd.**

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 Associ-

ate Member is being voted into the club. The prorated dues for associates being voted into the club in November will be: **\$8.00.** 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 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.

Crosswind Landings

by Gary Chudzinski

Throughout the past year, I've heard a number of comments regarding taking off and landing in crosswinds. Many of these pilots ground themselves if the wind is blowing across the runway. This is unfortunate because this difficulty can be overcome with understanding and practice of crosswind operation.

The first ingredient for successful operations is adequate rudder. Your rudder can't be too large, but it can be too small. Usually kits have an adequate amount, but you should be looking at 40-50% of the total vertical flying surface for excellent response. This should handle crosswinds in the 12-15 mph range. The other, and most important element is pilot input. In full-scale flight, pilots are taught three distinctive techniques: crab, cross-controls, and a combination of both. These techniques apply to models as well.

Crab: This is the simplest to perform. You turn the aircraft into the wind to maintain a straight-line track coincident to the runway centerline. This is accomplished immediately after rollout approach on final for landing. This track is maintained with small corrections until landing. At touchdown, rudder is used to straighten the ground path and (most important) aileron is applied as if to bank into the wind and held until rollout is complete.

Cross Control: This is definitely more difficult, but more professional and personally rewarding. After rolling out on final approach, apply and hold aileron into the crosswind with sufficient opposite rudder to maintain aircraft heading aligned with the runway heading. Standing on the ground and not in the cockpit makes estimating the amount of control more difficult. So, start out with 1/8 to 1/4 application of each stick (again, aileron into the crosswind, rudder opposite, and you are cross controlling). Apply enough aileron to maintain track to the runway and continue to hold it, gradually increasing the amount if necessary, until landing is complete. As with crabbing, rudder control is used for steering after all

(Continued on page 3)

(Continued from page 2)

wheels have touched down. For touch-down in a crosswind, do not flare as much. Fly the model onto the ground while retarding the throttle. Remember, do not stop flying the aircraft until it comes to a complete stop.

Combination: Uses both techniques with less amounts of each. There are two more areas of crosswind operations that I would like to comment on.

These are taxiing and takeoff. In many ways, the same considerations are given for wind direction and velocity.

Taxiing: Those of you who have flown full-scale, light aircraft are instructed to know the direction and intensity of the winds before taxiing. This not only confirms the runway in use, but provides you with information for safe ground taxi. Control input while taxiing in a light aircraft is extremely important for control, and in extreme cases of wind, keeping the wheels on the ground. The same considerations apply to our models, especially the light, high wing types. The whole idea is to apply control input to keep all wheels planted firmly on the ground. For example, if you are taxiing into the wind with a tail-dragger, apply aft stick to keep positive pressure on the tail wheel. The reverse applies to a tri-cycle gear. In a tail wind, use forward stick for the conventional and aft stick for trike. For crosswinds, apply aileron

into the wind. From an aerodynamic standpoint, you are shaping the control surfaces to give you a lift advantage, however slight it may be.

Takeoff: Like it or not, cross controlling is the only way to make a safe, straight, good-looking takeoff. You have done it many times but may not have thought of it in those terms. A good technique is to taxi (using the techniques above) and lineup on the runway centerline. Before increasing the throttle, think about using the ailerons to keep the wings level and the rudder to track straight through the takeoff. Initially, apply about 1/2 aileron stick into the crosswind. As you increase throttle, the aircraft picks up speed which means the controls are generating more and more lift. With the increase in lift, less and less aileron is needed. Meanwhile, continue to track straight with rudder. As the aircraft cleanly breaks ground, keep the wings level, and use enough elevator for a consistent rate a climb. Slowly take out all rudder and continue your flight.

Although somewhat confusing and thought provoking at first, talk yourself through these techniques, then give it a fair chance with practice. Remember, the two most important maneuvers of flight are takeoff and landing. Good luck!

from the *Thorn Creek Flyer*
Thorn Creek Radio Control Club
Jim Michalak, editor Lansing IL

What's Art Doing And Where?



RCM January 2003

3

Have you noticed, past President, Art Silver, hasn't been around the field much lately? Well, I think I've found the reason why! Apparently, he's been in St. Louis teaching Cub Scouts how to fly R/C planes. This picture is in the latest issue (Jan 2003) of RCM Magazine on page 3 and if that's not the spitting image of Art (on the left) then I'm a monkey's uncle. The picture at the bottom of page 4 even looks like him from the rear. The magazine's caption says this person is Les Richman, Assistant District Commissioner for the New Horizons District, St. Louis Council of the Boy Scouts of America, but I don't believe it. I think Art has been moonlighting at the Spirits of St. Louis R/C Flying Club and not telling us!



Tommy Schur has been practicing for the next Fun Fly event... the Limbo. He's been flying under the farmer's sprinkler with his old trainer (which some have nicknamed "The Junkyard Dog"). On this pass he was not so lucky, his right wing clipped one of the water lines hanging down and his plane "plopped" into the farmers crop. Remarkably, absolutely no damage was done to the plane. The picture to the left is enlarged and an arrow points to the plane as it cartwheels after the impact. On the next flight, Tommy made a perfect pass over the crop, but under all the pipes.



Here's Bill Bishop's new Goldberg Ultimate Biplane. It's powered by a YS 120 four stroke swinging an impressive 16 x 10 prop. Bill says the plane flies really well with very slow, but unlimited vertical performance. He says the CG may be a little off because it won't Lumcevak worth a flip. Knowing Bill, he'll have that CG dialed in and the plane tearing up the sky really soon. Watch for it!

FOR SALE
Club Tee Shirts & Hats

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

Hats
 One Size Fits All! **\$5**

Contact: Adrienne DiPrima
 Capt_adi@bellsouth.net
 (305) 382-0989

Printed Circuit
 Now On-Line At www.amps-rc.com

Help the club by downloading your copy of the newsletter from our web site. This saves printing, postage and gives you a color newsletter. Each month you'll receive an E-mail telling you it's ready to download.

To Volunteer... E-mail
wally@amps-rc.com and type: "Sign me up, now"

<p><u>AMPS Club Information</u></p> <p>PRESIDENT Wally Crichton VICE PRESIDENT Bill Bishop SECRETARY TREASURER Rick Pellecchia SAFETY OFFICER Open Position</p>	<p><u>Designated Club Flight Instructors</u></p> <p>Bill Bishop — (305) 221-7291 Scott Driesse — (305) 254-3517 Mike Laughlin — (305) 234-8200 Carlos Zuniga — (305) 856-4157</p>	<p><u>Club Sponsors</u></p> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%;"> <p>Crown Hobbies 7439 Coral Way (305) 264-3964</p> </td> <td style="width: 50%;"> <p>Hobby Nut 12679 Dixie Hwy (305) 235-9584</p> </td> </tr> <tr> <td colspan="2"> <p>Pro-Scale Models 13912 SW 139th Ct (305) 234-9939</p> </td> </tr> </table>	<p>Crown Hobbies 7439 Coral Way (305) 264-3964</p>	<p>Hobby Nut 12679 Dixie Hwy (305) 235-9584</p>	<p>Pro-Scale Models 13912 SW 139th Ct (305) 234-9939</p>	
<p>Crown Hobbies 7439 Coral Way (305) 264-3964</p>	<p>Hobby Nut 12679 Dixie Hwy (305) 235-9584</p>					
<p>Pro-Scale Models 13912 SW 139th Ct (305) 234-9939</p>						

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**



Printed Circuit
15695 SW 153rd Ave
Miami FL 33187