

# PRINTED CIRCUIT

AMPS' Monthly Newsletter

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President's Plugs  
-by VÍcar Hernández

## Congress passes FAA bill, exemption for aeromodeling.

That is a great headline for our hobby and a triumph for AMA. In passing the FAA Modernization and Reform Bill of 2012 the Senate and the House included a provision aimed at protecting model aviation from burdensome regulations. As you might imagine the battle is not completely over but this move by Congress affords our segment of aviation a most deserved breather. More than ever, our attention to safety issues is of paramount importance as there are many

who will continue battling against these special provisions of the law. Read the AMA's press release at [http://www.modelaircraft.org/news/mediarelease\\_SenateBill.aspx](http://www.modelaircraft.org/news/mediarelease_SenateBill.aspx)

This month is going to be very busy at AMPS. The IMAC event is on February 18 & 19 and the South Miami Arts Festival (SMAF) on February 25 & 26. These two events are very important to our club. The first one brings to our field pilots and visitors from all over Florida and beyond and we need to put on our best face to showcase our facilities and well known southern hospitality.

The SMAF allows us to expose the club and our hobby to the general public. Part of our commitment to the hobby is to try and bring in new generations of pilots. Our booth is located in the "Children's Alley" which gets us close to the young ones and hopefully will help attract a few new junior members.

Our runways are in need of some tender loving care and the process has been started to renew them. We recently installed a new irrigation pump along with a large capacity LP gas tank to aid in implementing a regular watering program. With the help of some very gracious member volunteers we are establishing a monthly fertilization and weed control plan in addition to a regular mowing schedule.

January 31, 2012 was the deadline for submitting the application to the AMPS College Scholarship. Six applications were received and they all look like the competition is going to be very

stiff. Some time in the next month the selection committee will gather to choose the finalists and schedule the final round of competition where the candidates will meet the committee for some questions and answers. One lucky college bound student will walk away with \$1000.00. It is our hope that the scholarship becomes well known and that we can increase the awards.

Currently the Scholarship is funded by allocating half of the proceeds from the annual IMAC event. We would like to institute a mechanism by which our members could also contribute to the cause. Although we are a not-for-profit organization, we are not a charitable one, which means contributions to the fund cannot be deducted from taxes as charitable donations. We hope this will not prevent many of our generous members from helping us grow the fund and allow more deserving students a better chance at a college education.

Chief Flight Instructor Jeff Johnson has started working on standardizing our flight training program. New members looking for flight instruction need to be taught the basics in a structured format. With the help of a few volunteer instructors, Jeff is working hard to continue our commitment to radio control aviation.

Saturdays at the field continues to be the best time to go flying. Roly and Abraham work very hard to cook good food and every Saturday is a surprise. At the end of the meal everyone chips in such that there is enough money for the following week's food shopping. Sometimes is burgers and sausage, others is meat with rice and beans. We never know what they will come up with next.

Finally, congratulations to AMPS member Rene Alvarez on having his magnificent F-84G Thunderjet featured in the Model Airplane News Magazine of April 2012. Rene recently moved to Central Florida after retiring from the FAA. Rene tells me that in his area there are events every weekend and that he is thoroughly enjoying his retirement.

Until next month – safe landings!

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## Business Meeting February 9, 2012



Call to order 7:12 P.M.

No guests present.

Minutes from meeting Jan. 12<sup>th</sup> approved as published in "Printed Circuit" by a vote of the members present.

January to February 2012 Treasurer's report by Chip approved by a vote of the members present. All details are available on the Members Only page of [www.amps-rc.com](http://www.amps-rc.com).

### Old Business

Vicar described U.S. Congressional approval of an F.A.A. legislative bill regarding sUAV that ex-

cludes our recreational use.

Vicar reported that Chip has installed a new irrigation pump. Sun Gas was contracted to supply and install an above ground L.P. tank.

Vicar said the AMPS 2012 IMAC Aerobatic Challenge was progressing and will be held February 18<sup>th</sup> and 19<sup>th</sup>.

South Miami Art Festival report by Mike Laughlin: AMPS will have a booth at this event February 25<sup>th</sup> and 26<sup>th</sup>. Demo planes and volunteers are still needed, contact [Mike](#) if you can help.

SAFE F.A.A. report by Vicar: AMPS will have a booth at this event May fourth and fifth at Opa Locka Airport. AMPS members will be permitted to demonstrate flying small airplanes and helicopters. In addition to helping children build small rubber powered planes, there will be an informal duration contest at the conclusion.

Jeff Johnson asked if there would be a change to the combination lock at Silver Field. Vicar said there was no plan to change the combination.

### **New Business**

AMPS Scholarship report by Vicar: There have been six applications for the 2012 award. Three of these meet all the criteria for consideration by the Scholarship committee and those applicants will be invited to a final interview.

Field maintenance report by Vicar: The intention is to create a Monday/Wednesday/Friday runway mowing schedule which will not interfere with weekend flying activity. Chip asked if the mowing volunteers would be given keys to the storage container and Gator; Vicar said they would be given keys. The runways will be mowed three times a week by AMPS volunteers and the other grass areas by a contractor. Volunteers available on weekdays are needed, please contact [Vicar](#). Vicar has accepted the suggestion to monthly fertilize the runway grass. A "pre emergent" alternative to periodic application of weed killer. Roly Hernandez volunteered to manage the mechanical maintenance of AMPS field service equipment.

There was a proposal from the IMAC pilots to install one post located at the most eastern flight station on the east-west runway. Its purpose would be to allow pilots a firm object to lean on to give their maneuvers greater precision. A discussion followed. Mauricio Figueroa said the AMPS IMAC contingent was likely willing to install and maintain the post independently. Mike Laughlin suggested those concerned be notified that they should attend the March business meeting. A motion by Nick McCord, seconded by Luiz Millares, to permit IMAC pilots to immediately install this appliance failed. A motion by Mike Laughlin, seconded by Humberto Zambrano, to continue study of the subject following a presentation by IMAC representative(s) passed.

Vicar reported a suggestion has been made to move AMPS business meetings to Silver Field. Vicar said he would only consider this move if a) the date and time was compatible with the work schedules of the BOD, i.e. Sunday and b) there would be no flying permitted during the meeting. The discussion of this change focused on its vulnerability to weather conditions and

convenience to the membership.

Meeting adjourned 8:11 P.M.

50-50 won by Roly Hernandez.



**Dr. Chopper  
-by Gus Garcia**

## Dr. Chopper

**J**ust when I thought I'd seen everything when it comes to RC helis, something new happened to change my whole outlook with these machines, and not only once, but twice this same incident happen with two different helicopters. They exploded – as if they got shot down by a guided missile, it was totally an OMG moment that I couldn't believe just happen, and did I tell you it happened twice with two different helicopters? Dude, way freaky and kinda cool all wrapped up in one, but still very scary when I think about it in retrospect.

Let me play out the scenario for you on what happen. One of the new guys came to me to teach him how to fly on his Trex 600 electric heli. I certainly thought this would be an excellent platform to train on. But let me tell you a little bit about the history of this helicopter. It was kept in a cargo container for about 6-years through the baking heat of summer, and frigid cold weather of winter. But aside from that it looked pretty good, so off I went on setting it up for training. I programmed the radio for docile flying, and it flew smooth and sweet, it was humming along beautifully. The only thing I thought and did mention to my student was to change the plastic main rotor blade grips to metal, and did so on a few occasions. But since the heli was flying so nice, my student never got around to it. Oh, how the prophet of doom certainly did speak to no avail. Turns out plastic becomes brittle as it ages, and when you combine the stresses these machines have to withstand, something eventually gives – and it did.

One of the main rotor blade grips broke off, shot a main rotor blade, lost its balance instantly and destroy itself in midair – like I said, it exploded. It was a moment of disbelief on what we just witnessed. Fast forward to the next incident with almost identical circumstance, a new guy comes to me to teach him how to fly on an older Raptor 60, with plastic rotor head parts. I inspect the helicopter, advise him to change the plastic parts to metal – maybe I should stop saying that? I setup the radio for docile flying, give the heli the once over, and

we're good to go. I crank up the engine and tell my student to set the helicopter down a good safe distance away from us. I spool it up, make it light on the skids, gently begin to lift off, and about one foot off the ground the helicopter explodes too. The center plastic hub holding the flybar breaks off, instantly losing its balance destroying itself – like I said, it exploded.

The look of disbelief on my students face on what just happen was the same I had the first time it happen to me. In both cases each helicopter was rebuilt, repaired and flew again. But now I'm weary of older helicopters with plastic parts, especially on the critical rotor head assembly. In any case the lesson learned is safety first, safety second, safety always. Never become complacent, you just never know when I might come over and tell you, you need to change your plastic parts to metal, and if you don't your helicopter is gonna explode!!!

Inspect your heli regularly, if anything is old, worn-out, broken, or damaged, replace it. Yeah, it's no fun tearing down a heli to replace a relatively cheap part, but on a worst case scenario, replacing a \$50.00 part is no comparison on risking injury to yourself or someone else to avoid the hassle. These things need a lot more care and maintenance than other RC aircrafts, and never think for a moment you can always beat the house, the odds are stack-up against you, But isn't it fun? See you at the field.

## **The Printed Circuit is looking for contributions.**

Would you like to become an “AMPS Reporter or Photographer”?

Write an article for this newsletter, found an article you think may be of interest to other members, or you have some interesting photos.

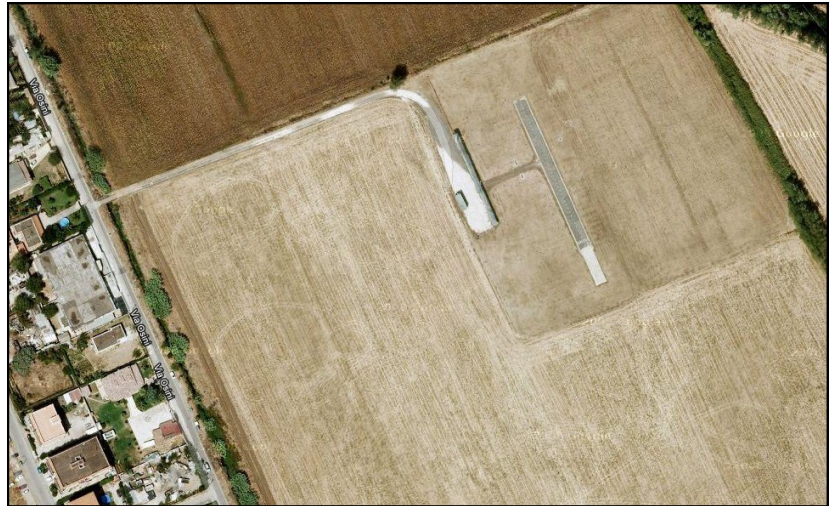
Send to Chris Hogan, Editor at [editor@amps-rc.com](mailto:editor@amps-rc.com)

# LETTERS TO THE EDITOR

Hello Chris,

I enjoy reading the AMPS news-letter that Ralph "Doc" Leidner sends me regularly as evidence that RC models flying brings long-lasting friendships; I still remember Doc teaching me to fly in the very early sixties (1965, 1966?).

I'm writing as a "Foreign Reporter" from Roma, Italy where I am a member of the "gruppo Waco ". We are not a large club, but fairly well organized... (italian organization?) and we enjoy flying all kinds of RC models.



I am adding a couple of pictures taken on a gorgeous winter Sunday two weeks ago hoping they give an idea of our field; by the way the "Sbach 342" in the foreground is the model I am flying: 75" wingspan, 30cc DLE gas engine, Spektrum "evolution power box/receiver all-in one" and Jr 9303 Tx. It flies better than the pilot, i.e. me!

Hoping this short report is of interest, I extend an open invitation to all AMPS members to give me a call in the event of a European-Roman vacation or business visit.

I am hoping to be able and come to Florida in March and it shall be a pleasure to, may be meet you.

Best regards.

Dino Tagliero

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