

## The EFO Officers:

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<b>Ampeer subscriptions are \$10 a year US &amp; Canada and \$17 a year world wide.</b>	<b>The Next Meeting:</b> <b>Date:</b> Thursday, April 5 <b>Time:</b> 7:30 P.M. <b>Place:</b> Ken's house (see address above)	

## What's In This Issue:

E-flight in N. MI – Simple Beginner's E-plane – Dutch E-fly in – More Thoughts: Wing Loading – Ft. Wayne's 2 E-flies – Eindecker Photos – Mid-Winter E-meet Report – Mid-Winter Electric Report – B-52 to USA – One Thought On the X-250 – Team Gear UK – Keith Shaw's Estrellita Data – March EFO Meeting

**E-flight in Northern Michigan**

From: John Zook johnzook@voyager.net

Hi Ken, and greetings to all members of your club. I live up north in Central Lake... in Antrim county. I have been very interested in electric flight for the past couple of years. I have been able to obtain a great deal of information from reading your online magazine. Currently I have a number of e-planes: Puddlemaster powered by Magnetic Mayhem, Goldberg Mirage - MM w/ 2.5:1 Leisure box. A Beetween from MAN plans, and an electric LT-40 rebuilt w/ Keller 5/50 motor w/ Graupner belt-drive are my other planes.

I am currently working on an Astro Flight Viking and Herr AT-6. Power for the Viking has not been chosen as there seems to be quite a few choices. As for the Texan, I will be using a Permax 450BB direct. I use Castle ESCs, although I have a Graupner Jeti 60 for the LT-40. The Puddlemaster flies nicely on 7 cells, as does the Mirage. I have not had a chance to fly the LT-40 yet. I had an ElectriCub, but it made an unscheduled landing and is no longer flyable. I'm trying to decide on new

version or the 20 size Cub to build .

I met Keith Shaw at last year's Toledo show . It was great meeting and discussing e-flight with the guru. I hope to meet some more of you folks this year at Toledo and at Mid-Am. I plan to be there this summer as I have been wanting to do so for a couple of years now. Will be looking forward to meeting everybody. See You!  
John Zook – john\_zook@hotmail.com

**A SIMPLE - YET STYLISH -  
ELECTRIC AIRPLANE FOR  
BEGINNERS**

**(Press Release from Hobbico. Presented  
for informational purposes.)**

If looking good while learning the basics of R/C flight is important to you, then the FlyZone Speed Pilot RTF electric plane from Hobbico is the model that shares your views. It boasts a classic profile, along with factory-built sections that assemble quickly without gluing, a very simple-to-operate 2-channel, 2-stick radio, and slow, steady electric-powered flight. When you also consider the Speed Pilot's affordable price, you have the ideal aircraft for getting into high-flying R/C

Ampeer

action!

The Speed Pilot is truly the complete package for the newcomer; the radio and electric motor are already installed, and the battery is included. The 2-channel radio is very easy to use - one stick operates the rudder, while the other controls the elevator. The system also includes servo reversing, an LED battery power status indicator, charging jack and a comfortable transmitter case. The battery is a rechargeable Nickel Metal Hydride (NiMH), which is the same size and weight as a NiCd, but delivers flight times of up to 10 minutes. There's even an AC charger with the Speed Pilot, for clean, quick and easy battery charging from any 110V wall outlet.

Once you take the Speed Pilot out of the box, you're just a few simple steps away from having your plane flight-ready: attaching the tail section, mounting the wing and struts, and installing the propeller. After charging the batteries, you can look forward to flying. If battery power runs low while the Speed Pilot is airborne, an auto cut-off feature will shut off the motor, so you can use the remaining power to control the plane safely back to earth. For added convenience, you also get two propellers, all the tools you'll need for assembly, and an informative video with helpful tips on set-up and flying.

#### Specifications -

Wingspan: 37.5 in (953mm)

Wing Area: 213 sq in (13.7dm<sup>2</sup>)

Flying Weight: 1.4 lb (635g)

Wing Loading: 14.9 oz/sq ft (45g/dm<sup>2</sup>)

Length: 29.5 in (750mm)

**Includes:** 380-size motor, 2-channel 2-stick radio, auto cut-off, rechargeable NiMH battery, AC wall charger, 2 propellers, instructional video, tools  
**Requires:** 8 'AA' batteries for the transmitter

HCAA2012 Speed Pilot EP RTF w/2-Channel Radio

Retail \$199.99

Visit the Hobbico world wide web site at:

[www.hobbico.com](http://www.hobbico.com)



Speed Pilot from Hobbico Photo

### 10th international Cumulus E-fly-in, Nijmegen/Winssten, The Netherlands, September 2<sup>nd</sup> 2001

#### General

The tenth annual edition of the Cumulus E-fly-in will be held on Sunday, September 2<sup>nd</sup> 2001, at the Cumulus club field in Winssten (near Nijmegen). Last year 38 participants attended the fly-in, although very adverse weather conditions had been forecasted. There were F5B's, pylon racers, helicopters, aerobatic models, jets, 'ordinary' electric gliders, multi-engined and large scale models. It is intended to be a relaxed and fun meeting, no competition, just flying, charging and exchanging knowledge and experience. There is no entrance fee. The fly-in starts at 10.00 and ends at 17.00 o'clock.

#### Safety

Flying will be according to the (strict) Cumulus safety rules. No starting or landing in the direction of the pit area. No flying over the flight line, to any distance or height. Starting the take off from the pits is not allowed. Take off, landing, and low passes parallel to the pit area must be done at a safe distance, at least halfway the flying field. The participants are expected to be able to fly according to these safety rules. A transmitter impound will be maintained and a frequency board and frequency pegs will be used to control frequency usage. Legal Dutch frequencies can be found at

<http://www.airtoi.com/clandev.htm#fre>

#### Facilities

The actual flying area is 90 by 80 meters, there are no trees or buildings. Camping and parking on site is possible and there is a toilet. There will be coffee, refreshments, hot dogs, soup and a 220 volt generator.

#### Directions & maps

The club's field is located halfway between the villages of Winssten (zip 6645KV) and Bergharen on the Betenlaan, one and a half kilometer from recreation area 'De Groene Heuvels'. Here the family can surf or swim. At junction 'Ewijk' (A50/A73) take exit Druten(N322). After one kilometer you pass underneath the Betenlaan. After two more kilometers take the exit Deest/ Winssten/-Bergharen, turn left at the end of the exit, across the bridge, then take the second road on the left (Kooistraat). Now you're driving back to the Betenlaan, parallel to the N322, again for two kilometers. After crossing the Betenlaan, this time round the field is on the right. On the E-fly-in homepage are maps depicting the route to the

field, <http://home.hetnet.nl/~ronvans/>

### Information

Ron van Sommeren

E-fly-in: <http://home.hetnet.nl/~ronvans/>

mailto: [ron.van.sommeren@hetnet.nl](mailto:ron.van.sommeren@hetnet.nl)

tel: +31 487 519483 (after 20.00 o'clock)

### More Thoughts on Wing Loading

From: Scott Black [sblack@progression.net](mailto:sblack@progression.net)

Hi Ken,

I had a look at the formulae that you published in the latest EFO newsletter. They look pretty familiar in terms of the rules of thumb that Keith was talking about back in the 80s. However, since then we have learned more about sizing models and of course we have brushless motors and 2400 cells, tiny powerful motors, speed controls the size of stamp, EDFs with 140 watts/lb. etc.

I think it is time that some of these were revisited. Here is an example of where those formulas do not represent the present state of the art:

**Wing loading, by itself**, does not significantly affect how difficult the airplane is to fly. Heavy airplanes, with sufficient power and sufficient means to control glide path, can fly very well and in many cases are much smoother and easier to fly than their featherweight counterparts. Having designed numerous models over the last 10 years, I can honestly tell you that my heaviest ones have been the best flyers! That is assuming sufficient power naturally.

Many people think high wing loading results in an aircraft with a high landing speed because of an increase in stall speed. I disagree, and here's why. If you increase a model's weight by adding cells, say from 20 oz. wing loading up to 24, that is a pretty hefty increase - 20%! But the stall speed will go up by the square root of that number - 9.5%. That means that if the airplane stalled at 18 mph before, it will now stall at 19.7 mph. Does anyone really think that is a significant difference? I don't.

However, what happens is that as the model gets heavier, the glide slope at which its optimal approach speed is obtained with power off becomes shallower. The component of weight along the flight path acts as thrust and it has increased. If you don't shallow up the glide slope (and few people do), you will accelerate and overshoot every time. We have all seen guys struggling with a new "hot" ship going around and around trying to get it on the field. They blame wing loading but it is a lack

of drag on approach that is to blame.

An airplane with lots of drag, like a biplane or a cub is less affected. The big gas ducted fan models have large flaps that they deflect to 60 degrees and landing gear to solve this problem - and many of them fly happily at 50 ounce wing loading!!!

Now on the other side of the balance sheet, increasing the weight by 20% with batteries means an increase in power of 67% assuming that you prop for equal current and your battery weight was 30% of the airplane's all up weight to begin with. That is a very impressive difference. The penalty: 1.7 mph in stall speed and possibly a requirement to add flaps or retracts or some other sort of drag device.

As an example, I have a small pattern ship that weighs 48 oz. It uses 10 big cells. If I increase the wing loading by 20% it will result in about 10 oz more. That is a 50% increase in power for about a 2 mph increase in stall speed. The resulting performance difference would be dramatic. Huge round loops, vertical rolls galore, etc.

We have seen these heavier weights in some of Dave Grife's warbirds and in many other high performance models and we are starting to see it in EDF (*electric ducted fan*) airplanes as well.

So as well as the revolution in equipment that we have had in the last 10 years, we are getting smarter at sizing airplanes for a given power system (or matching systems to given airplanes) which of course is the most critical aspect of any airplane design be it model or full scale.

With that in mind, I think you will find that many of those sizing formulas give very conservative results - beyond what I would call the usual variations.

Food for thought I hope.

Cheers,  
sb

### Confusion on Fort Wayne Electric Meets this Summer

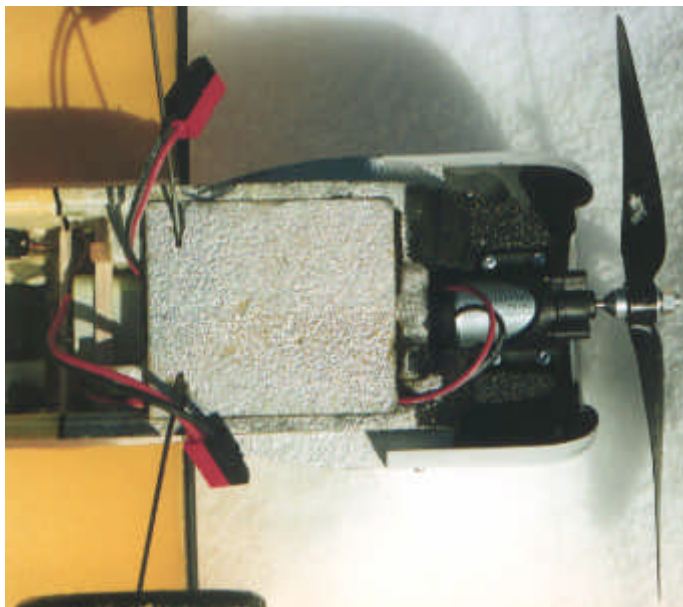
From: Patrick J Mattes <[pat-ingrid-mattes@juno.com](mailto:pat-ingrid-mattes@juno.com)>

I've received questions regarding E-meets this summer, and I wanted to clarify things. The original "Electri-Fly" will be held in **August** like it always is. It's sponsored by the Fort Wayne Flying Circuits, and run by yours truly.

A second club here in Fort Wayne devoted to gliders (called LOFT) is also running an electric event this summer and it is scheduled to happen in June. They're calling it an "Electra-Fly", which is bound to cause

confusion, since they are promoting it with an event name so close to ours.

**Both** will offer a fun day of electric flying, but I didn't want any of the usual crowd to think we moved OUR date. Ours will still occur in **August**, and offers the same style of electric meet we've always run. Pat Mattes



### Graupner Eindecker

From: Joe Hass [joehass@cmconnect.net](mailto:joehass@cmconnect.net)

In the February issue of the *Ampeer*, Joe Hass told of his finishing and changes to the Icarus Eindecker. He sent along several photos. I chose three that show the finished products, motor mounting and positioning of the R/C gear and motor battery. For full information on this version, check the February issue.

I'd also like to remind you that Joe has a custom building service. If anyone is looking for a custom built aircraft give Joe a call at 248-601-1707 or e mail at [joehass@cmconnect.net](mailto:joehass@cmconnect.net).

### Mid-Winter Electric Meet Report

By Doug Ward

RD 1, Box 189

Irwin, PA 15642

[DWard79207@aol.com](mailto:DWard79207@aol.com)

The Mid-Winter Electric meet in San Diego took place during a four-day stretch, February 16-19, and it proved to be quite a celebration of model flight. At one time, I counted over 220 models out in the ready area and that number expanded during the day.

As you might guess, the event attracted flyers from lots of places and vendors from near and far. Distance seemed irrelevant to Michael Gross of Mike's Tiny Models (MTM) who came all the way from Germany to attend and sell his wares. Numerous pilots spent a day or more driving to the site. I cheated and flew out from Pennsylvania with an airline-approved custom-made box containing two small models, otherwise it would have taken a good four days of road travel to get there.

As promoters of the entire shebang, the Silent Electric Flyers of San Diego put together a first-class event with tiny, internal contests flying along with open participation by anyone who was charged and ready to fly. The success of this scramble of flyers and management of the meet falls heavily on the broad shoulders of Wayne Walker and his airborne band of brothers. Those who ran the impound (Mike Neale and friends) deserve a commendation for keeping all the fliers under observation and control. Blessed with beautiful weather and a sublimely laid-back attitude, the meet went forward from about noon on the first day until the same

### Please Send Ampeer Subscriptions or Renewals to:

Ken Myers  
1911 Bradshaw Ct.  
Walled Lake, MI 48390

time on the last.

What did I see? Check this out!



Four-Motor Lite Stik

That's right, four little Kenway-type motors with tiny props turned this Stik into a weapon.



Sopwith Tripe from Dare by Fred Harris

Scale modeler *par excellence* Fred Harris turned up with the 400-powered Triplane (above) and a fine looking American Eaglet (below).



American Eaglet by Fred Harris

One more in a long list of scale models was this Fieseler Storch by an unknown builder (above top right).

For the amusement of the wild ones among us, the guys from K&A Models showed us what their splendid MIGs would do (and they did plenty) with their ducted fan propulsion (below). The demonstration they put on was beautiful to watch *and* hear. They operate out of



Fieseler Storch

Albuquerque and have a website, [www.kamodels.com](http://www.kamodels.com), which readers might want to visit to view their entire line of products.



Trio of Migs from K&A Models

I don't know who owned the Tiger Moth, but the large airplane itself was resting prior to flight.



Tiger Moth

Another DeHavilland creation was to be seen on the field and it was a beautiful rendition of a Mosquito. For unknown reasons, it resisted flight even after at least three takeoff attempts. I suspect that it had not been flown prior to this time and was sorely in need of tweaking.

The Terry, pictured top left on the next page, was one of the prettiest I have seen of this very popular Graupner model. Almost invisible is the line formed for the ailerons.



Graupner  
Terry w/  
ailérons

As one might suspect, someone brought a CAP 232



along for the ride and it was spectacular (below).

This is but a small portion of eye-candy on display at the field. My advice is to get out of the winter's cold and into sunny San Diego air next year at this time.

My sincerest thanks to the members of the SEFSD and their sponsors who really know how to do it.

### Help Bring Chris Golds' Big B-52 To America



From James Frolik  
Team B-52 Orchestrator and Director  
Cologne, Germany  
Tel: Country Code 49, then 221 - 729438  
jdfrolik@freenet.de

Dear Fellow Modeler(s),

Chris Golds' eight-engine electric-ducted-fan model is a proven performer and would be a magnet for attention wherever it's displayed or flown, and donations

to help with its acquisition and US logistical support would be greatly appreciated. The primary goal of this project is to further demonstrate eflight's unique capabilities in America by flying this B-52 at prestigious events typically dominated by gas-powered or turbine-powered models—or even fly it at full scale air shows—although electric-only events wouldn't be fully excluded.

In return for a minimum financial donation, Team B-52 would like to provide you with a small token of appreciation for your support.

Please understand, we're not in this to make money. We just would like help promoting electric flight by using a big classic jet that's an American flying icon, built by a classic modeler. We also think it's better flying at home in the USA than in Europe.

### MODEL COST

The initial costs for the model involve purchasing it ready to fly (approx. \$3000) without electronic speed controllers, batteries, transmitter and receiver; transport from England to Cologne, Germany, (approx. \$150); construction of a reusable freight container (minimum \$260 depending on material used); and air freight from Cologne to Portland, Oregon (minimum \$650). These initial costs total approx. \$4060 and will certainly be a bit more after unexpected costs are totaled.

Once in the United States, we will also need additional funding to transport, display and/or fly the model at distant places outside its hangar location, particularly if air freight transport is necessary.

Outfitting and retrofitting costs, (e.g., speed controllers, batteries, changing wire connectors) and possible replacement parts will also eventually add to the cost.

Chris Golds will not deliver the model and the buyer must pick it up, so I have arranged for Stephen Mettam, editor of *Electric Flight International* magazine, to deliver it to me in Germany. And at that time we will display it the 4 - 8 April at the world-class Dortmund Modeling Fair (Dortmund Intermodellbau -Messe). Ramoser Design + Technik in Germany, maker of the varioPROP, will construct the reusable freight container.

I'll package the model in the container and then Air Logistics GmbH (Limited), a holding of Chapman Freeborn, will handle the air freight consignment from Cologne International Airport to Portland, Oregon. In Portland the model will be picked up and delivered to its nearby hangar. Air freight charges are handled on a volume weight basis, and because of the container's anticipated size (approx. 2m x 1m x 90cm) it will have a minimum volume weight of 300kg, although the actual weight will only be about 60kg.

## HANGAR

The **Miniature Aviation Showcase**, a model airplane museum at 3182 N.E. Rivergate Street in McMinnville, Oregon, will house the model. The new museum building has 3000 sq.ft. of display space for a storage selection of some 600 engines, 130 radios, and 100 models—make that 101 with the Buff. Although a minority, there are other electric flight models in the collection.

A 450 ft. hard surface runway behind the museum is convenient for test flying. Mr. Noel Martin, owner of the museum, also runs Martin Innovative Technology Inc. that has a professional machine shop which may certainly come in handy. He can also provide local a rea ground transport, such as collecting the model at Portland International Airport. The Miniature Aviation Showcase will have posted hours for viewing once the new building is open, and for real airplane buffs, the real Spruce Goose is in its hangar at the Evergreen Aviation Museum less than a mile away.

The AMA Museum in Muncie, Indiana, is also on the list for possible temporary hangar display.

## DISPLAY AND PROMOTION

*Team B-52* is:

**James Frolik**, project orchestrator and director.

**Bob Benjamin**, B-52 pilot and nationally ranked eflight scale modeler.

**Jerry Holcomb**, B-52 pilot, U.S. Scale Masters eflight participant, and AMA Associate Vice President District XI.

**Noel Martin**, museum owner and curator, and owner of Martin Innovative Technology Inc.

All members will deal with logistics and maintenance, and as a committee *Team B-52* will review flying or display opportunities. The basic field requirement for aerial demonstration is a minimum 400 ft. hard surface runway (e.g. paved or durable woven material, like industrial conveyor belt, and no dirt or raw earth), although the committee may consider runways with a very short and smooth grass surface. Demonstration at events that meet runway criteria and/or static display at modeling fairs is open to any event where:

- 1) *Team B-52* has enough funds to transport the model or the host organization provides transport costs, and
- 2) in the case of static display at least one *Team B-52* member is available to accompany the model, or,
- 3) in the case of aerial demonstration at least one *Team B-52* pilot is available to fly the model.

Flying preference will also be given to events with high public exposure.

Initial plans are to display and fly the model at this

year's **U.S. Scale Masters Qualifier** and **U.S. Scale Masters Finals** at Lenhardt's Air Park in Hubbard, Oregon. The air park is not far from the Miniature Aviation Showcase, so transport to and from these events would be easy. The MAS also exhibits at the **Portland Oregon Rose Festival Air Show**, the largest air show in the Pacific Northwest. We don't know yet if the Buff can fly there, but we can certainly display it.

Demonstration at **Top Gun 2002** is a real likelihood. Frank Tiano, Top Gun's director, is interested in hosting a B-52 performance, but he can't make a final "yes" or "no" decision until it's safely in the US and has flown.

A radio-control X-15 rocket plane is also under consideration, and hopefully by then *Team B-52* will have this model in the package to offer Top Gun.

One of America's leading model aviation magazines will also publish a review of the B-52 and its stateside performance.

## DONATIONS

**We request individual donations in the amount of USD \$25, \$50 or more** from within the North American continent including Hawaii, Puerto Rico and overseas US Armed Forces personnel with an APO address.

Assuming the model's safe air freight arrival in the United States, then every donation of at least \$25 will receive a *Team B-52* photo printed on photographic paper using a high quality inkjet color printer. If there is enough donor participation, we will make every effort to produce an approximately 20 to 30-minute scratch-edit video for donations of \$50 or more, but here we can offer no guarantees. It depends on the number of \$50 donations; an estimated minimum of twenty \$50 donations would justify video editing costs. Please have patience with a photo or any video effort, as the earliest availability would be *after* the U.S. Scale Master Qualifier event in early August.

Of course higher donation amounts are also welcome.

The initial campaign for donations extends until 31 March 2001, as these finances will help directly with the Buff's purchase acquisition the first week of April.

Donations received thereafter will be used for components and stateside logistics—speed controllers, transport, display and promotion costs, etc. We would also like to list all donors in a B-52 sheet brochure displayed at events and in the museum. (Donations of less than \$25 will only receive printed mention.)

**IMPORTANT! All donors must accept that *Team B-52* assumes no liability in this fund-raising endeavor. Donations are strictly voluntary and not tax-**

**deductible. But, in the very unlikely event this acquisition does not take place, all donations will be returned and this solicitation will be retracted.**

If you're interested in being a supporter, please make your donation check or money order payable to the *Team B-52 Fund* and mail to:

**Team B-52 Fund  
Columbia River Bank  
723 N.E. Baker Street  
McMinnville OR 97128**

You should also include the following with your donation, to help me compile a donors list:

- 1) the amount of your donation to the fund,
- 2) your regular postal address for any photo/video or for any returned checks, and
- 3) who the donation represents (e.g., Mr. Tom Smith in Anytown, USA; or Tom's Hobbies in Anytown, USA; or the Electric Aces R/C Club in Anytown, USA, etc.).

*Team B-52* thanks you in for your interest in this project.

***Now, let's get this Buff off the ground!***

Sincerely yours,

James Frolik

*(All information presented here, and the photo were from Jim's Web site at:*

[http://people.freenet.de/elflex/B-52\\_index.html](http://people.freenet.de/elflex/B-52_index.html) km)

### **One Thought On the X-250**

From: John Konstantakatos [jkon@otenet.gr](mailto:jkon@otenet.gr)

Dear Ken,

Here's a thought on the SR Batteries X-250. All flying reports say that it needs some down elevator trim, and/or forward CG. Mine behaved the same.

Has anyone considered aligning the ailerons in line with the airfoil's chord? If the ailerons' neutral is as shown on the plans, the ailerons are "raised" and you get a "reflexed" airfoil. This induces a positive (up) pitching moment. All aerobatic and glider pilots use the ailerons in the reflexed position for braking, and mix down elevator to control pitch.

If you align the ailerons in line with the chord, you have to readjust the differential (some more up than before).

Best regards,

John Konstantakatos

### **Team Gear UK Electric Flight Supplier**

From: Mark Stringer  
[ratby@bizonline.co.uk](mailto:ratby@bizonline.co.uk)

Ken,

Nice to see someone else committed to electric flight, although my business does also mean being involved with the glow planes as well.

I run Ratby Aeroplanes in the UK and a while back took over the Team Gear Electric Motor Units from Dave Chinnery, I have since developed and improved these and I am now a total electric convert ... I can't build enough now.

My models range from a Vintage Radio Queen on a Scale Twin, my Cell Rat on a Sport Twin and at the top end, my 66" span Jiant Jabberwock Bi-Plane, big and heavy, running on a Sport Quad and 35 to 36 cells. My site is at: [www.bizonline.co.uk/ratbyaeroplanes](http://www.bizonline.co.uk/ratbyaeroplanes)

Best Regards,  
Mark Stringer



*(I went to the site for the above photo and information on the team gear units. They look very interesting! :-)*

### **The Team Gear Range**

There are three twin engine units, the Sport twin which turns a 12 x 10, 13 x 10 or 14 x 7 prop and produces over 6 pounds of static thrust!!!! for a 7 to 10 minute flight.

The Scale twin which produces just over 4 pounds of static thrust on a 16 x 8 prop for a 12 to 15 minute flight - honest. This unit is for your larger slow models such as the 86" span DB Cub.

The Mini Twin is a slightly smaller unit for use where space is restricted in the nose of your model ( about 3/4" narrower than a sport or scale unit ) and produces just over 4 pounds of static thrust on a 12 x 10 prop.

For the larger models there are the triple-engined units and the brand new Quad. The sport triple gives loads of UMPH turning a 16 X 8 prop. For the slower large models there is the scale version which produces less thrust but turns a 20 x 10 prop.



**Keith Shaw's Estrellita Data**

From Keith Shaw

The Estrellita is 24" span, 120 sq.in., 10.5 oz. with dual-conversion receiver. Astro Flight 010 brushless, with 8 Sanyo 350AAC cells, Cam 4.7x4.7. About 12K @ 3.5amps, so output power is about 20 watts in the air. It does 6-7 minutes at full throttle (i.e. on), consecutive outside and inside loops, rolls, point rolls, rolling circle. I just wish I had put a functioning rudder on it!

**A Canadian Chimes in on the B-52 Project**

From: John Rossetti jyuma@axxent.ca

*(Around March 9, I tried to email those who I thought might be interested in donating to the B-52 project using the Ampeer mailing list and eliminating those addresses I knew were non-US. I did this because the time frame was crucial to the completion of the mission. A few of them did go to non-US addresses, and I never expected anyone would be interested. WRONG! It is a WORLD of eflight out there. Love you folks. :- ) km)*

Hello Ken ..... Thanks for including me on the B-52 project. *(I had a different email address for him. km)* While I am living in the Toronto area now the project brought back a lot of memories to me. In the late 1950's I was living in Portland and that is when I started in R/C. I belonged to the "Stardusters" R/C club. I forget the exact year, but we did put on a small contest at the McMinnville, Oregon airport. I have some 8 mm movies of that event and compared to today's models and equipment it was very basic, but we had great fun learning the intricacies of single channel radios.

Years later, about five years ago, I was visiting my brother in Oregon and persuaded him to drive me out to the McMinnville airport to see the Spruce Goose. Unfortunately it was in a large open building, not assembled, and behind a rather opaque plastic covering, so we did not see too much of it. I don't think the model airport was there at the time, or if it was I was not aware of it.

I was transferred to Seattle and in those days they were building B-52's and I took advantage of every opportunity to watch them take off and fly by.

I am pleased to make a small contribution to the Team B-52 fund and hope they are able to complete the project, and, if they do that I will have an other opportunity to visit McMinnville and perhaps see it. Keep up the good work !

This will be my second year as an "electric flyer" and I am really enjoying it and find it a welcome change

to the glow and engine powered models. The *Ampeer* and other sites have done a lot to help we new guys get going.

Regards and happy landings,  
John Rossetti

P.S. I just finished my Porterfield Collegiate and look forward to flying it as soon as we get some decent weather. I'm attaching a scan of it.

**The March EFO Meeting**

The gathering turned out to be a bit smaller than anticipated. Seems that Gus, Wally and Ken are all going through some personally very rough times.

Ken demonstrated a spreadsheet that he has created to go along with article in the *Ampeer*. Everyone who wanted one got to take home a "working" version, as it is not done yet. Don Skiff has even added an update to make it even more user friendly. Thanks Don. Newer versions will be available at the April meeting.

There was a lot of discussion on various aspects of eflight. Unfortunately, no one brought anything for show and tell. Hopefully next month.

**Correction:** In the March issue it was stated that Jack Lemon coated the tissue with Balsarite – wrong, it was the frame! Sorry Jack, you said it correctly, I wrote it incorrectly.

The evening ended with some "flying" on the computer using Cockpit Master. Lot's of fun, and a really good way to check out the flight potential of a project figured out using the articles in the *Ampeer*.

**The Upcoming April Meeting**

It was mentioned at the March meeting that the April meeting would be a flying meeting. This is not going to be the case. The April meeting will be held at Ken's house on Thursday, April 5. Bring your new projects for show and tell.

**Where's the Rest of the Article?**

Well, as you can see this was a pretty FULL issue, therefore the article will be continued in the May issue.

## Up Coming Events

**April 6, 7, & 8** Toledo R/C Expo, presented by the Weak Signals of Ohio, visit [www.toledoshow.com](http://www.toledoshow.com), held at the SeaGate Center, 401 Jefferson Ave., Toledo, OH

**May 5 & 6** Triad Electric Weekend; Coordinator: Dr. John Mountjoy phone 336.772.7609 or email [jmtjoy@triad.rr.com](mailto:jmtjoy@triad.rr.com)  
May 5, 2000 WSRC Field, CD: Nat Shepard phone: 704.633.1788  
May 6, 2001 Rams Field, CD: Dr. Colin Mckinley, 336.924.5890

**May 19**, Portage Aero Modelers, Stow, OH - On site camping in the park. Flyers are welcome to come in on Friday night for the weekend. Camping fees are \$11.00 a night. Mostly open flying. We will post information to the Web Site once we get it all figured out. Web site: [Portageaeromodelers.homestead.com/home.html](http://Portageaeromodelers.homestead.com/home.html) or contact Bill at [Brgpilot@aol.com](mailto:Brgpilot@aol.com)

**June 9**, Skymasters (Rochester, MI) "Small Fry" Electric & Sailplane - Under 2.5-2 cycle, 3.4-4 cycle, Any size electric & glider. Contact: Greg Cardillo 248-391-6803

**June 16 & 17**All-Electric Fun Fly at Fentress Navy Airfield in Tidewater, VA. The field is only 1/2 hour drive from Virginia Beach. contact: Brad Tennant [Btenn\\_10@aol.com](mailto:Btenn_10@aol.com)

**June 23** Electric Fly, Ft. Wayne, IN - Ray Hayes skybench.

[aerotech@gte.net](mailto:aerotech@gte.net), call or fax.....1-(219) 434-1322 9218 Thunder Hill Place, Ft. Wayne, Indiana 46804 website.. [www.skybench.com](http://www.skybench.com)  
The flying field is located at the Ft. Wayne State School (Stellhorn and St. Joe )

**June 22-23-24** MARCEE (Minnesota area radio control electric enthusiasts) fun fly near Minneapolis / St Paul more info at [www.marcee.20m.com](http://www.marcee.20m.com) or Rich Ness at [r\\_ness@msn.com](mailto:r_ness@msn.com) or 651-451-8998

**July 7 & 8** Mid-Am 2001, Electric Fly-In, Northville Twp., MI Near Plymouth, MI. CD's Ken Myers and Keith Shaw. Contact: [KMyersEFO@aol.com](mailto:KMyersEFO@aol.com) or 248.669.8124.

**July 21** Lexington Miniature Aircraft Club (KY), second annual Bluegrass Electric Fly-In Lexington, KY. web page located at <http://fly.to/lmac>. Keith Hollifield

**August 18** Electric Fly, Grand Ledge, MI - Ray Hayes skybench. [aerotech@gte.net](mailto:aerotech@gte.net), call or fax.....1-(219) 434-1322, 9218 Thunder Hill Place, Ft. Wayne, Indiana 46804 website. [www.skybench.com](http://www.skybench.com)  
Lansing's GLASS Sailplane club's flying site, a huge sod farm near Grand Ledge. The club is gaining interest in Electrics.

**September 14, 15, 16** Neat Fair 2001 - Peaceful Valley Campsite in Shinhopple (Downsville), NY Info: [www.nyblimp.com/NEAT.htm](http://www.nyblimp.com/NEAT.htm) or email [neatfair@aol.com](mailto:neatfair@aol.com)



The Ampeer/Ken Myers  
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Walled Lake, MI 48390  
<http://members.aol.com/KMyersEFO>

### The Next Meeting:

**Date: Thursday, April 5, 2001 Time: 7:30 P.M.**  
**Ken Myers's house – 248.669.8124**  
**1911 Bradshaw Ct., Walled Lake, MI**