

the

Ampeer

April		The EFO Officers		2019	
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No Mailed Ampeer Subscriptions		The Next Meeting: Wednesday, April 13, 7:30 p.m., Ken Myers' house			

What's In This Issue:
 FAA Number Reminder - The February 2019 EFO Meeting - New West Michigan Park Flyer Mini F-22 - Mitch Poling, One of Our Early Electric Flight Pioneers - Carl Goldberg Falcons - The March 2019 EFO Meeting - Indoor Flying Season, 2018-2019, Southeast Michigan - Skymasters' Upcoming Electric Night Fly and Fly-in - Announcing 35th Annual Mid-America Electric Flies - Upcoming E-vents

FAA Number Reminder

Starting this year, your FAA Number is required to be visible on the OUTSIDE of your aircraft. The Federal Government is afraid that we'll boobytrap our planes with explosives to go off if they have to open a hatch.



I am using printer labels covered with clear packaging tape to provide the FAA number. I'm placing the label on the bottom of the aircraft.

The close-up photo, on the bottom of the FMS Super EZ trainer, shows that I put my name, the FAA number, and also my

phone number and email address on the label.



Previously, all that information was on a label on the inside of my aircraft.

I will add required FAA labels to the bottom of each plane as I get it ready for flying season this year.

The February 2019 EFO Meeting

The February meeting was held on the 13th. February had a lot of snow and travel was difficult, but there still was a pretty good turn out. Thanks for coming guys!!!



provides about 100 watts in. The wheels are made with foam from pool tube floats.

He noted that it flies very well.

Keith Shaw shared his recently modified DFW T28 “FLOH”.



The photo shows the FLOH as it appeared in April of 2007 at the Toledo RC Expo.

EFO vice-president, **Richard Utkan**, lead off the evening describing his single motor version of the FliteTest Super Bee.

<https://store.flitetest.com/flite-test-super-bee-electric-airplane-kit-635mm-flt-1041/p673705>



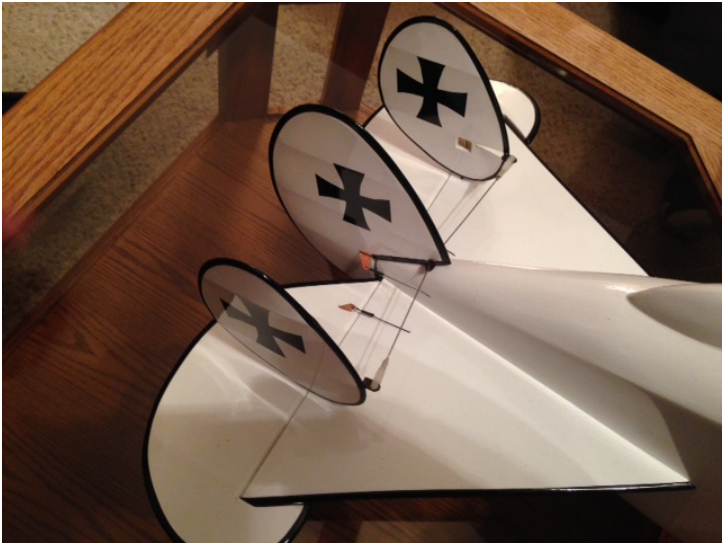
His version features a somewhat extended fuselage. It is powered by a single 2S LiPo and Tower 2100 1400Kv motor. The power system



Keith recounted the story as to why it never went into production. He noted that the full-scale prototype had extremely poor downward visibility and landed too fast for the pilots of that time.

He flew about twenty or so flights on his model, and then, literally, hung it up because it suffered from terrible adverse yaw and was quite unpleasant to fly.

To see if he can get it to fly better and eliminate the adverse yaw, he has added two more rudders to the tailplane.



Ken noted that he liked the ‘face’ on the cowl so much that he “borrowed” the look to put on a cowl that he made for an ARF conversion back then.



The plane was a Dymond Modelsport Ltd. Flite 40 low-wing ARF. Yikes, it wasn’t red and yellow!

The plane was assembled in 2007 as well. After the original cowl, that Ken made, was destroyed in a motor explosion, really, a second cowl was made that incorporated the face.

Keith also noted that he’d been working on a model of a KATY that he’d hoped to enter into Toledo this year. Ken showed photos of the KATY project to the group.

Unfortunately, Keith will not be able to complete the project before Toledo this year.



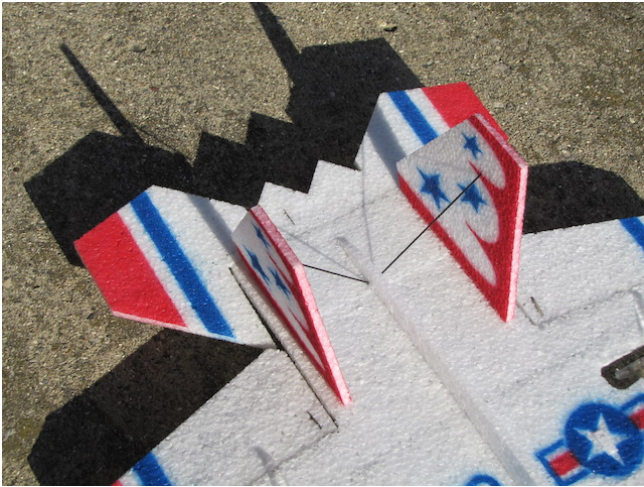
While it is no longer ‘scale’, he hopes to have a much better flying model.

One of the most distinguishing features of this plane is the way that the cowl looks like a face.



Bob Blau shared a Heathkit multi-meter that he built ‘long ago’.

canopy. Start out with low rates, especially on the yaw function. The motors spool up to about 30,000 RPM so the “rudder” is very effective.



This is a little rocket ship that is equally comfortable indoors or out. It has a higher wing loading than the big one, so it won't fly quite as slow but will still do incredible high alpha maneuvers. It will also accelerate vertically. It is just neat! Flight times are about 5 minutes with a 3S 450MAH Li Po.

The MINI F-22 will be a great addition to your fleet. The larger F-22 will fit in your back seat. The MINI F-22 will almost fit in your glove compartment!

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248-321-7934

West Michigan Park Flyers
8666 Caprice Dr.
Jenison, MI 49428-9508
616-667-1809
greg@wmparkflyers.com
www.wmparkflyers.com

Specifications:

MINI F-22

Wingspan: 18 inches

Length: 25 inches tip of nose to tip of elevator

RTF Weight: 6.4 ounces with 3S 450MAH Li-Po

Needed to complete

Servos: Three 2.5 gram servos (Ailerons, Elevator)

Rudder (yaw) is provided with differential thrust

Motors: Two 31000KV
Props: Two 3 blade 2.5" X 4.0"
BEC: 3 amp 2-5 cell Li-P0
ESC: Two 10 amp

Mitch Poling, One of Our Early Electric Flight Pioneers

His Early Involvement with Modeling
Information Provided by Mitch Poling



The above is the photo of Mitch from the inside cover of his book **BUILDING AND FLYING ELECTRIC-POWERED MODEL AIRCRAFT**, Kalmbach Books, copy-write 1984.

Mitch and I have been in contact for decades. I have always considered him one of my great mentors. Even though we've never physically met, or flown together, I still consider him one of my good flying buddies to this day!

The following information was provided to me by Mitch.

My early model building experience was in Alaska, my father and mother were Alaska Native Service teachers. I was six years old in 1947, when I "helped" my Dad build a really nice Spitfire rubber powered model - that sparked my interest, and I progressed to gluing an ROG model to the plans in 1948. Then in 1949 we were in an Eskimo village, no way to get model planes and supplies. So - I made kites, which turned out quite well. I also had a subscription to *Flying Models*, I would look at the plans and dream. We moved to Juneau in 1951,

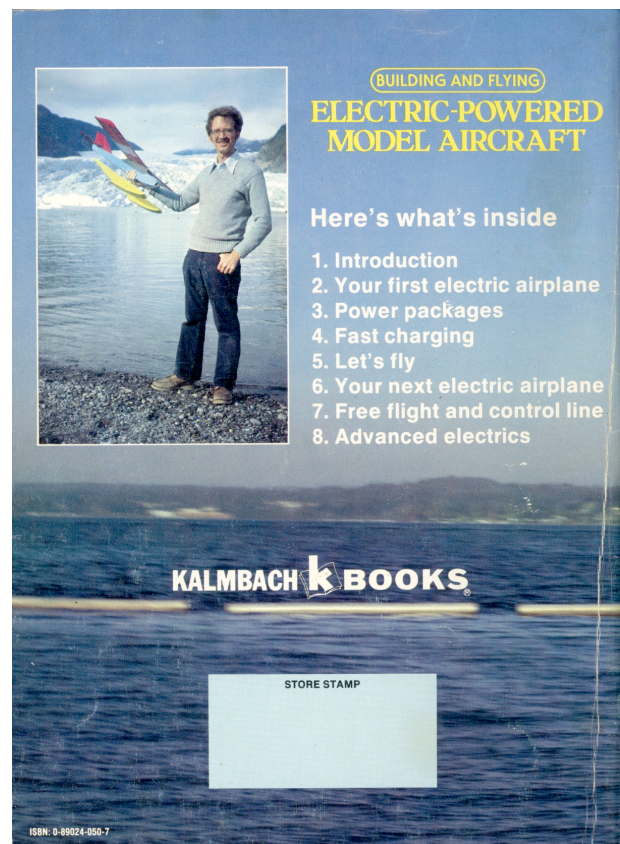
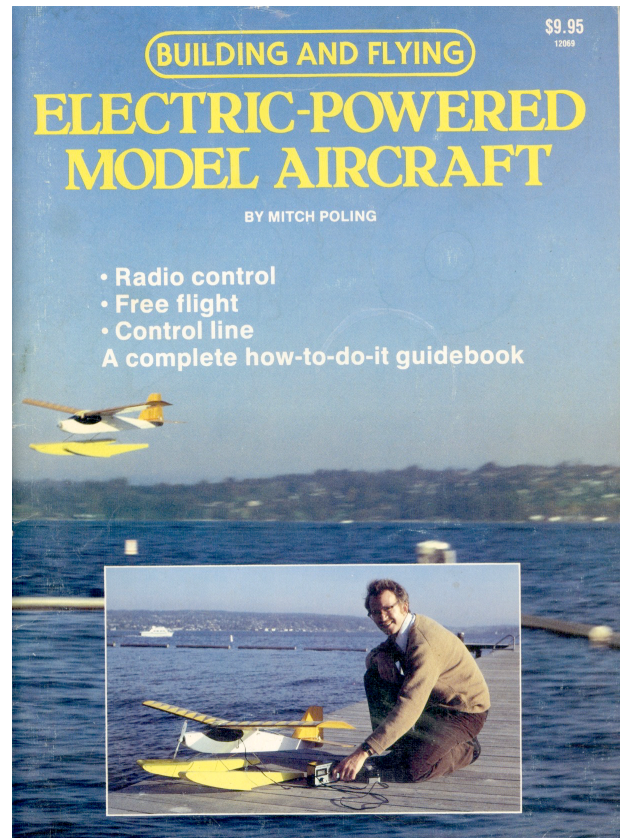
there was a hobby shop there, and my modeling career was launched. I built some of the Monogram quick build rubber powered models in 1951-52, but they didn't fly very well. I built several of the Comet rubber powered scale models, which basically did a powered glide, but they looked really nice. My very first successful flying model was a Comet Sparky rubber power, about 1953. I started in U control with a Jim Walker model in 1954, powered by an OK Cub .049. This model flew very well. There was a dry spell in my model flying from 1959- 64 during the college years. I picked up on the U control again in 1964, flying, in all places, in Nigeria when I was a Peace Corps volunteer. I used methyl alcohol that was used for the Tilley lamps (we had no electricity). The engines ran rough on it, but well enough to fly!

Back to the US in 1967, and I started in RC with the Ace pulse rudder system. I was a graduate student at the University of Washington, Seattle, and flew at Marymoor Park. I liked the small .049 models, and eventually moved to two channel. The only problem was the noise and the mess - the little half A engines had a very high pitched whine that was hard on the ears, and the oil soaking was tough on the airplanes. Then I met Sandra in 1969.

My first efforts in electrics were inspired by Sandra - she asked if there was any way to fly the models without the noise and mess. That was in 1971 - and the Mattel Super Star was a natural - I installed the Ace pulse rudder RC in it, but my first tries with it were powered sink - the little stock 100 mAh nicads didn't have the necessary power. The AA GE (later Sanyo) nicads were the breakthrough, plenty of power and duration. What a feeling it was to see that first flight go climbing up into the sky! Clean and quiet, the only way to fly!

My next electric, after the Super Star, was the Ken Willard Schoolboy, powered by a rewind Plymouth windshield washer motor and six GE AA nicads. It was a fantastic flyer, the best! After that I converted the Dick's Dream from Ace RC, same setup, 6 AA GE nicads and the rewind washer motor. It flew very well, was crash proof, and was the standard trainer I used to teach my flying buddies who were interested in electrics. I taught Sandra to fly with it, at last, she liked my hobby!

To refresh your memory, here are photos of the front and back covers of Mitch's book, which I still cherish! KM



Carl Goldberg Falcons

From Jim Zare via email



Jim Zare is another electric flight pioneer. Wow, heard from two within one month!

Ken,

I loved the article on the Goldberg Falcons. I have a long history with these models.

I flew my first Junior Falcon with a World Engines digit midget and a Cox 049 in 1970. It was my first successful glow powered model. I basically learned to fly with this plane.

I got to know Carl Goldberg when I authored the Silent Power column in RCM. He came to the Toledo Show every year. He once told me that the Jr. Falcon and Jr. Skylark were designed to use scrap wood and fit in an inexpensive 18" box. He also had a fond place in his heart for the Falcons. He sold a ton of them.

I currently have a Sr Falcon ARF from Hobbico from 2005 and Falcon 56 from a Vintage RC kit.

Under the brand Electric Model Design, I produced and sold Jr Falcon and Jr Skylark laser cut kits in the late 90's early 2000's for speed 400 motors and Nicads.

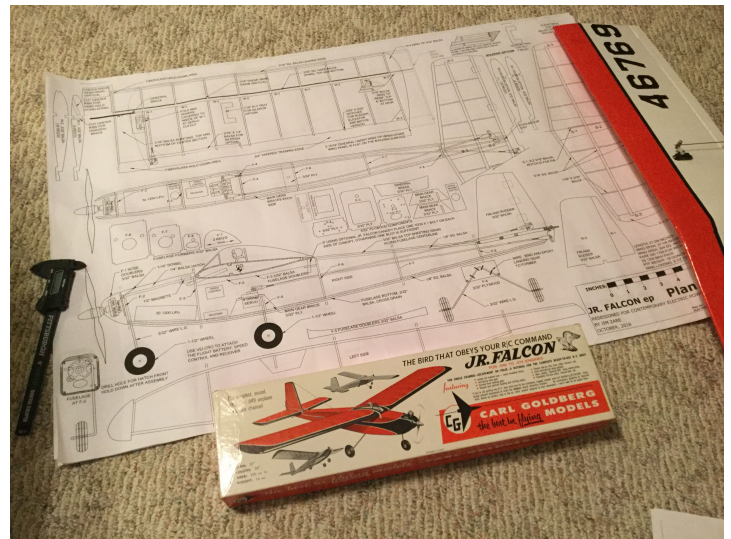
Last year I dusted off the CAD files and redesigned the Jr. Falcon for an E-Flite Park 340, 6x4.5 APC prop, a 3 cell 800 mAh pack, full four Channel and a Magnetic hatch. It weighs 15 oz. and flies great. It is much better than the old speed 400 versions. I actually like it better than the Falcon 56. It rolls, flies inverted, does big loops and yet slows

down for long graceful glide back to the field after a 8 to 10 minute flight.

I liked it so much that I enlarged it 33% to create a Falcon 50 with a Park 480 and a 3S 2200 mah pack. This also flies great and will ROG from a grass field. Bob Holman is going to produce and sell these.

I would be willing to write an article for *The Ampeer* on these models. Let me know what you think.

Jim Zare



I wrote back to Jim and told him I thought that would bar a great idea. I am looking forward to sharing it with all of you! KM

The March 2019 EFO Meeting

The Wednesday, March 20, EFO meeting was lightly attended. The meeting had to be moved from the 2nd Wednesday of the month to the 3rd Wednesday of the month because Ken was suffering from a bad, bad cold through the second week, as well as having to have two teeth extracted!

Owen Morgan brought along the Carl Goldberg Gentle Lady that he had under construction. He picked up the kit on E-Bay.

He had us guess what kit it was and **Rick Sawicki** nailed it.

Ken noted that he should have known what it was, because he flew his mid-1980s version to first



place in a three flights on a charge event in Lakeland, Florida.

We are all looking forward to seeing Owen's version fly soon.

There was an ad for JET brand CA in Owen's kit. Some of the members noted a disappointment that JET brand CA is no longer available through Tower Hobbies. Ken showed two 'new' bottles of JET that he's had in his refrigerator for two years, and its consistency is just like new!

Indoor Flying Season, 2018-2019, Southeast Michigan

Tuesdays, October 30 through April 16, 10 a.m. - 1 p.m.

The Best Indoor Flying Venue in Metro-Detroit

**Ultimate Soccer Arenas
867 South Blvd.
Pontiac, MI 48341**

Single Flying Session - \$10
Any 5 Session Punch Card - \$40
25 Session Season Pass - \$120

All pilots **MUST** have proof of AMA Membership
Note: If you are not an Academy of Model Aeronautics member, a special 3 month trial AMA membership is available.

<https://www.modelaircraft.org/membership/enroll>

Spectators Welcomed
Trainer Planes on Site
Come Check it Out!
Resister Online at
<http://www.skymasters.org>

or
Call Fred at 248-770-3239

Support your local hobby shop because they support us!

Wednesdays, November 7 through April 24, 12:30 p.m. - 2:30 p.m.

**Legacy Center
9299 Goble Drive
Brighton, MI 48116**

**Drop in Flying Session - \$10
Spectators Welcomed and free**

**Keep up to date by checking their website.
Hamburg Flyers Radio Control Club
<http://hamburgflyers.org/forum/>**

Skymasters' Upcoming Electric Night Fly and Fly-in
From Pete Foss Via Email

The Skymasters' Annual Electric Night fly will be held on Saturday, June 8 and the electric fly-in is on Sunday, June 9.

More details will follow when they become available.

35th Annual Mid-America Electric Flies 2019

AMA Sanctioned Event

(Proof of AMA membership required to fly)

Saturday, July 13 & Sunday, July 14

Hosted by the:

Ann Arbor Falcons and Electric Flyers Only

The 7 Mile Rd. Flying Site, Salem Twp., MI, is

Provided by the:

Midwest R/C Society

Contest Directors are:

Ken Myers phone (248) 669-8124 or

kmyersefo@theampeer.org

<http://www.theampeer.org> for updates & info

Keith Shaw (734) 973-6309

Flying both days at the Midwest R/C Society Flying Field - 7 Mile Rd., Salem Twp., MI

Registration: 9 A.M. both days

Flying from 10 A.M. to 4 P.M. Sat. & 10 A.M. to 3 P.M. Sunday

Pilot Entry Fee: 18 and over, \$15 Sat. - \$10, Sunday, (ask about the family rate),

Under 18, FREE

Parking Donation Requested from Spectators

Saturday's Awards

Best Scale

Most Beautiful

- Best Ducted Fan
- Best Sport Plane
- New** Foam Flurry for NCM Aircraft
- CD's Choice
- Sunday's Awards**
- Best Scale
- Most Beautiful
- Best Mini-Electric
- Best Multi-motor
- New** Most Unique NCM Aircraft
- CD's Choice

Planes Must Fly To Be Considered for Any Award

Saturday's & Sunday's Awards:
Plaques for 1st in each category

Open Flying Possible on Friday

**Night Flying Possible, Weather Permitting,
Friday & Saturday Nights**

Refreshments available at the field both days.

Potluck picnic at the field on Saturday evening.

Come and join us for two days of fun and relaxed electric flying.

Come, Look, Listen, Learn - Fly Electric - Fly the Future!

Merchandise drawing for ALL entrants

Special Events Again this year for NCM (Not Conventional Materials) aircraft

Traditionally, model aircraft airframes have been mostly constructed from balsa wood, plywood, spruce, and fiberglass. For the purposes of this meet, NCM

airframes are mostly constructed from not conventional materials i.e.; sheet foam, foam board, cardboard, block foam, foam insulation material, etc.

Foam Flurry for NCM aircraft: This is a true event. It is based upon the all up/last down event of early electric meets. Any NCM aircraft may be used (no ARF types). Power systems are limited to a maximum of 3S (no paralleling) LiPo batteries or 4S maximum, no paralleling, for A123 packs. All planes qualifying for this event will launch at the same time, and the last one to land will be declared the winner.

Most Unique NCM Aircraft Award: An award will be given on Sunday to an aircraft in the NCM category that is judged as 'most unique' by the Mid-Am panel of judges.

* * * * *

To locate the Midwest R/C Society 7 Mile Rd. flying field, site of the Mid-America Electric Flies, look near top left corner of the map, where the star marks the spot, near Seven Mile Road and Currie Rd.

The field entrance is on the north side of Seven Mile Road about 1.6 Miles west of Currie Rd.

Address: 7419 Seven Mile Road, Salem Twp, MI 48167 - numbers are on the fence.

Because of their convenient location and the easy drive to the flying field, the Comfort Suites and Holiday Inn Express in Wixom, MI have been added to the hotels' listing. They are only 10 miles northwest of the field and located near I-96 and Wixom Road. See the map-hotel .pdf for more details.

<http://www.theampeer.org/map-hotels.pdf>



Upcoming E-vents

Tuesdays, Indoor flying at the Ultimate Soccer Arenas, 10 a.m. - 1 p.m., Oct. 30 - April 16

Wednesdays, Indoor flying at the Legacy Center in Brighton, MI, 9299 Goble Dr., Brighton, MI 48116. Flying time: 12:30 p.m. to 2:30 p.m.

April 5, 6 & 7, Friday, Saturday & Sunday, Weak Signals R/C Model Expo, SeaGate Centre, 401 Jefferson Ave, Toledo, OH 43604. For more information visit www.toledoshow.com/

April 10, 2019, Wednesday, Monthly EFO meeting at Ken Myers' house. 7:30 p.m. Everyone with an interest is welcome.

June 8, Saturday, Skymasters Night Fly-in for electrics

and

June 9, Sunday, Skymasters Electric Fly-in, details to follow

July 13 & 14, Saturday and Sunday, 35th Annual Mid-America Electric Flies, details in this issue



The Ampeer/Ken Myers
1911 Bradshaw Ct.
Commerce Twp., MI 48390
<http://www.theampeer.org>

The Next Monthly Meeting:

Date: April 10 **Time:** 7:30 p.m.

Place: Ken Myers' house in Commerce Twp., MI