

the

Ampeer

December	The EFO Officers	2011
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Mailed Ampeer Subscriptions are no Longer Available	The Next Meeting: Thursday, Dec. 8, 7:30 p.m. Place: Ken Myers' house (address & phone above)	

What's In This Issue:
John Worth – Social Media – Sig Ryan STA E-Power – EFO Flying Meetings – Glow 2 Electric Excel Spreadsheet Questions – Indoor Flying Season Reminder – More on the Magic - Venus 40 Power System Recommendations – New Format for Some 'Books' on the EFO Site – Glow to Electric Follow-up Questions – Ken Myers Awarded Coveted Goldberg Vital People Award – Upcoming E-vents

John Worth

John passed peacefully, at the age of 87, on October 23, 2011.

Ampeer subscribers received this information in the November email notice that the November Ampeer had posted.

Here is an email from his daughter, Monica, noting a Web site where you can learn more about John and his life, and if you like, leave a message.

John was a true 'friend' to model aviation and will be sincerely missed.

Ken,

I am John Worth's daughter, Monica. Wanted to say thanks to you and your fellow flyers for their kind words about my father. Since he spent so many happy hours online with his modeling buddies, near and far, we decided to create a site folks can visit to post a comment or just enjoy his love of flying. If you can help us get the word out, we'd be grateful. www.johnworth.net.

He sure had a marvelous time.

With gratitude,
Monica Worth

Social Media

I have received many invitations to Facebook, LinkedIn, etc. I do not do "social media" and don't have accounts to any of these new forms of advertising.

I just wanted everyone to know that it is not YOU that I am ignoring at all, and I thank you for "friending" me, "linking" me, or whatever.

I am always more than happy to use the old-fashioned way of exchanging emails with anyone or even phone calls. It actually 'makes my day'.

Please don't be offended if I've not responded to your kind offer. It's me, not you. ;-) Ken

Sig Ryan STA E-Power

From Paul via email

Hello again Ken,

The kit, which I'm building, is a Sig Ryan STA. The kit calls for a .60 two stroke or .90 four stroke. Wingspan is 72". I haven't figured out wing area yet. I figure that the plane will weigh about 8 lb. –9 lb., by some of the posts which I've read.

Looking at motors, I had figured a motor which generated about 1000 to 1200 watts would be adequate, but the Kv remains somewhat of a mystery to me. On your Excel spreadsheet, I plugged in the numbers with a wing area similar to what you have in there as an example. I'm not sure how to choose 6s or higher?

The airplane is a scale plane, so I don't necessarily need performance, but don't want it underpowered given that it looks to be pretty substantial in weight for its wing loading.

I also am not entirely comfortable with choosing the correct propeller.

The correct nitro prop is 13-15 inches, but for the e-prop I'm not sure which way to go.

Any advice is appreciated, and I'll try to provide additional information you need about this specific plane if necessary.

Thanks in advance.
Paul



Photo from Original Kit Box

Hi Paul,

I used the Web's Wayback Machine (<http://web.archive.org/web/19981202102957/http://www.sigmf.com/rc-27.htm>) to locate the info on the Sig RYAN STA SIG Kit No: RC-27.

Engine: .60 cu.in. 2-stroke

Wingspan: 72 in.

Wing Area: 770 sq. in.

Weight: 8 to 8-1/2 lbs.

Wing Loading: 23.9 to 25.4 oz./sq.ft.

Length: 52-5/8 in.

Radio Required:

4-channel (no flaps)

5-channel (with flaps)

Retail Price: \$179.95

There was no 4-stroke listed at that time (1998), but a .90 4-stroke would have been a typical recommendation then.

On the spreadsheet there are two charts to help choose the prop.

Prop Chart For Four - Stroke Engines

Engine Size	Standard Propellers	Alternate Propellers
.20 - .21	9x6	9x5,10x5
.40	11x6	10x6,10x7,11x4,11x5,11x7,11x7.5,12x4,12x5
.45 - .48	11x6	10x6,10x7,10x8,11x7,11x7.5,12x4,12x5,12x6
.60 - .65	12x6	11x7.5,11x7.75,11x8,12x8,13x5,13x6,14x5,14x6
.80	13x6	12x8,13x8,14x4,14x6
.90	14x6	13x6,14x8,15x6,16x6
1.20	16x6	14x8,15x6,15x8,16x8,17x6,18x5,18x6
1.60	18x6	15x6,15x8,16x8,18x6,18x8,20x6
2.40	18x10	18x12,20x8,20x10
2.70	20x8	18x10,18x12,20x10
3.00	20x10	18x12,20x10

It is 'best' to use the 4-stroke displacement's Standard Propellers diameter plus 2", if it will fit and still give about 1.5" of ground clearance. The chart shows the Standard Propellers prop for a .90 4-stroke is a 14x6. That indicates a 16" diameter prop (14" + 2"). The area on the spreadsheet for pitches indicates 11", 12" and 13". I pick the middle pitch when I can, as it gives wiggle room, as the predictions are not 100% accurate, and most manufacturer's Kv number is usually off a bit as well.

An APC 16x12E does exist, and it is a good one to start with. You may want to try some the better wood props, for that vintage look. Xoar seems to be popular and I use the standard wood props from Master Airscrew. Please don't use Zinger. They just don't work as well on electric motors, and probably not on glow and gas, but, for some unexplained reason, they are what most hobby shops carry.

The spreadsheet shows a suggested power in of about 927 watts in. Your idea of a kilowatt or so is pretty close. I personally prefer to keep the amps below 50 with about 30 being at the low end. That suggests a 6S Li-Poly (4500mAh) at about 44 amps, a 7S Li-Poly (3800mAh) at about 38 amps and an 8S Li-Poly (3300mAh) at about 33 amps. I've attached the Excel workbook.

Kv (RPM/v) is a mystery to most folks. Many, many, many people think it has something to do with the volts in. Overall it doesn't. It is the volts out that are there once the voltage drops through the

Glow to Electric Conversion		Worksheet for Outrunner motors & Lithium Polymer Cells					
Type ONLY in the green boxes		There MUST be a 2-stroke displacement in cu If only 4-stroke cu.in. displacement available If no 4-stroke displacement available, zero Motor Selection: http://www.rc-book.com/en/					
Name of Plane:	Sig Ryan STA						
Recommended Largest 2-stroke:	0.60	displacement in cubic inches					
Recommended Largest 4-stroke:	0.90	displacement in cubic inches					
Mfg. Max. Weight:	8.50	lb.					
Mfg. wing area:	770	sq.in. 1018					
Desired watts in per pound:	100	Use 100 if in doubt					
Cubic area:	12.36	cubic feet					
Wing Cube Loading:	11.00	oz./cu.ft.					
Average watts in:	83.51	select from table at right watts in/cu.ft.					
Median watts in:	76.90	select from table at right watts in/cu.ft.					
Suggested Power:	927	watts in					
Lightest Motor:	371	g					
Heaviest Motor:	579	g					
80% watts in:	741	watts out					
Largest Dia. Prop:	16	in. (see dia. note)					
Prop pitch:	12	in.					
Target RPM:	5956						
Pitch Speed:	67.69	mph - verify with pitch speed table					
Stall Speed:	18.66	mph					
Pitch Speed to Stall Speed:	3.63	:1					
Number of Li-Poly cells:	2	3	4	5	6	7	8
Anticipated Amp Draw:	132.4	88.3	66.2	53.0	44.1	37.8	33.1
Estimated Kv (RPM/v):	1048	693	516	409	338	288	250
Kv (RPM/v) Range High:	1103	730	543	431	356	303	263
Kv (RPM/v) Range Low:	995	658	490	389	322	273	237
Approx. Li-Poly capacity:	13238	8826	6619	5295	4413	3782	3310
Approx. Battery weight:	716	716	716	716	716	716	716
ESC amp rating = or greater	165	110	83	66	55	47	41
Prop Pitch Selection:	For WCL Levels 1 - 3 pitch to diameter ratios of 50% to 60%						
	For WCL Levels 4 - 7 pitch to diameter ratios of 70% to 80%						
WCL 1-3 pitches	WCL 4-7 pitches						
8.0	11.0	Verify prop diameter and pitch actually e:					
9.0	12.0	http://www.apcprop.com/pindex.asp					
9.5	13.0	For APC props, NO SF props! Use o					

ESC and motor. That remaining voltage combined with the Kv yields the resulting RPM. That is why I created the spreadsheet. It gives the suggested Kv range FOR THE CHOSEN PROP.

6S Kv range: 320 – 355

7S Kv range: 275 – 300

8S Kv range: 235 – 265

Changing the prop diameter and/or pitch changes the suggested Kv range.

I've put some possible motors on the motor notes sheet in the attached workbook. I looked

them up on a site called RC Book. I did not fill in the price or possible Web site address for purchase. You can copy the name into Google and find suppliers.

I'm not sure whether or not you read the Guide for the Workbook, but a lot of that is in there.

Hope this helps with your project,
Ken

For more on glow to electric conversions, see <http://homepage.mac.com/kmyersefo/Glow2Electric/2011-Glow2Electric.htm>

and the Excel workbook is here

<http://homepage.mac.com/kmyersefo/Glow2Electric/2011-glow2electric.xls>

The specific workbook for this plane is here:

<http://homepage.mac.com/kmyersefo/ampdec11/ryan-sta.xls>

APC 16x12E thin electric		
Motors for Li-Poly Cells (370g-580g)		
6S Kv 320-355	Kv	Wt. g
AXI 5325/16	350	575
DUALSKY XMotor XM5060CA-9	345	377
Hacker A50-12L	348	503
Scorpion S-4035-330	330	442
TR 50-65B	350	414
Turnigy 50-65C	320	414
7S Kv 275-300		
	Kv	Wt. g
AXI 5325/20	280	575
E-Flite Power 110	295	490
Hacker A50-14L	300	503
Turnigy G110	295	485
8S Kv 235-265		
	Kv	Wt. g
AXI 5320/28	249	495
KD 63-28S	249	460
Scorpion S-4035-250	250	465

Suggested Motors for the Ryan STA

EFO September & October Flying Meetings

Fall in Michigan is a great time to be at the flying field. Both the September and October EFO Flying Meetings were blessed with great weather.



EFO vice-president, Richard Utkan prepares his Mustang in September.

Rich Sawicki returns from a successful flight of his P-38. The grass was short enough for the provided retracts in this Banana Hobby P-38 to work well on this day.



The weather was even better at the October meeting. It was a great day for flying and sharing.



It just doesn't get any better than this. Blue skies and low winds provided the perfect weather.



A great 'field lunch' was provided to the fliers. A HUGE hit of the day was Arthur Deane's potato soup.



A plane can be seen landing as the folks chow down.

It will be quite awhile before we see these beautiful days again!

Ken Myers' Glow to Electric Excel Worksheet Questions

From Flying Low via RC Groups

Ken,

I'm not sure if it's "your" spreadsheet, but it's the one you used and referenced when you showed me how to select a motor for my Venus 40. I'm doing the same thing with my Sig Kadet LT-40.

KM: Spreadsheet @

<http://www.rcgroups.com/forums/showthread.php?t=1472442>

My question is about the Wing Cube Loading level determination. I'm concerned about the fact that the Kadet 40 comes in as a level 3 Park. I just have a hard time using the term "park" and 40-sized

trainer in the same sentence.

KM: Yes, it is my spreadsheet.

*Like the more commonly used wing area loading (oz./sq.ft.), the WCL (oz./cu.ft.) is used to describe how the plane will most likely fly and the pilot's ability required to fly it. It does NOT describe the **mission**. My flying buddy, Keith Shaw, has a super flying Super Stearman of just over 1200 sq.in. It is NO PARK FLYER!!! It is relatively easy to fly compared to his famous Czechmate or Bugatti which have much higher wing cube loadings.*

Be sure to check out the articles on the EFO Web site about WCL, also known as CWL (cubic wing loading).

<http://homepage.mac.com/kmyersefo/sitetoc.html>

There are four articles and two calculators located not too far down the page.

So from there, 2 questions arise:

1. Is it ok to use the next level (level 4 Sport/Trainer) and use the numbers from there?

KM: You can change the targeted power by either changing the "Desired watts in per pound" or the WCL level watts in per cubic foot, as you indicated.

The Sig LT-40 really doesn't need to have that done though. Because of it's design, flat-bottom wing and relatively high wing angle of incidence, changing it is really not that necessary, as the plane doesn't need to fly much more than 50 mph. The second table on the spreadsheet shows this speed for a Level 4 Sport/Trainer. More speed with this type of plane only results in it climbing like a homesick angel or even going into a loop when full power is applied.

2. If I do use the Sport/Trainer numbers, does that drastically change the flying characteristics of the plane?

KM: Using the Sport/Trainer numbers does not drastically change the flying characteristics of the plane. The plane will still 'fly' the same. What will change is that, believe it or not, it will be 'over-powered' and harder to trim because of the wide variation between the stall speed and top pitch speed.

In more of a fuel engine type question terms, would it be like the difference between a 40 and a

Glow to Electric Conversion		Worksheet for Outrunner motors & Lithium Polymer Cell				
Type ONLY in the green boxes		There MUST be a 2-stroke displacement If only 4-stroke cu.in. displacement available If no 4-stroke displacement available, 2 Motor Selection: http://www.rc-book.com/				
Name of Plane:	Sig Kadet LT-40					
Recommended Largest 2-stroke:	0.40	displacement in cubic inches				
Recommended Largest 4-stroke:	0.50	displacement in cubic inches				
Mfg. Max. Weight:	6.00	lb.				
Mfg. wing area:	900	sq.in.				
Desired watts in per pound:	100	Use 100 if in doubt				
Cubic area:	15.63	cubic feet				
Wing Cube Loading:	6.14	oz./cu.ft.				
Average watts in:	46.76	select from table at right	watts in/cu.ft.			
Median watts in:	42.38	select from table at right	watts in/cu.ft.			
Suggested Power:	619	watts in				
Lightest Motor:	206	g				
Heaviest Motor:	309	g				
80% watts in:	495	watts out				
Largest Dia. Prop:	13	in. (see dia. note)				
Prop pitch:	6.5	in.				
Target RPM:	8423					
Pitch Speed:	51.84	mph - verify with pitch speed table				
Stall Speed:	14.50	mph				
Pitch Speed to Stall Speed:	3.58	:1				
Number of Li-Poly cells:	2	3	4	5	6	7
Anticipated Amp Draw:	88.4	58.9	44.2	35.3	29.5	25.2
Estimated Kv (RPM/v):	1470	969	718	568	467	396
Kv (RPM/v) Range High:	1548	1020	756	598	492	417
Kv (RPM/v) Range Low:	1397	920	682	539	444	376
Approx. Li-Poly capacity:	8837	5891	4418	3535	2946	2525
Approx. Battery weight:	478	478	478	478	478	478
ESC amp rating = or greater	110	74	55	44	37	32
Prop Pitch Selection:	For WCL Levels 1 - 3 pitch to diameter ratios of 50% to 70%					
	For WCL Levels 4 - 7 pitch to diameter ratios of 70% to 100%					
WCL 1-3 pitches	WCL 4-7 pitches					
6.5	9.0					
7.0	10.0					
8.0	10.5					
						Verify prop diameter and pitch actual
						http://www.apcprop.com/pindex.asp
						For APC props, NO SF props! L

60-sized motor, or more like the difference between an OS 40AX versus some other brand's 40 size? Would that be a major difference versus slight difference as far as weight, pull, etc.?

KM: It would be more like the .40 to .60 comparisons with quite a large difference.

I've posted a screen capture of the spreadsheet for the LT-40 using an APC 13x6.5E in your 'Show us your Sig LT-40 Conversions' thread on RC Groups.

<http://www.rcgroups.com/forums/showthread.php?t=1481014>

You can compare it to what you've been playing with. I also did a motor search for you as well.

The 13" diameter was chosen because it is 2" larger than the 11" diameter used by a .50 4-stroke and the 6.5" pitch gives a pitch speed of about 50 mph. Notice that the 6.5" pitch falls in the WCL 1-3 part of the table. Yep, back there again.

The field I fly at is full of fuel guys. Electrics

are still the red headed stepchildren, so I don't have a local guru. I appreciate your time and insight.

Adam Lough

And a follow-up from Adam

Ken,

I finally got a Watts Up meter. I put it on the Kadet with a 12x8 and here are the numbers I got:
680 Watts
50.93 Amps

The Kadet has the Scorpion II-3026-710 and a 60 Amp speed controller. I run a separate receiver battery. I was using a 30C 5000 mAh 4S Li-poly fresh off the charger.

I then changed the prop to a 13x6.5 and got similar numbers:
680 Watts
49.2 Amps

I'm close to finishing the

Venus now.

<http://www.rcgroups.com/forums/showthread.php?t=1472442>

All I have left is to mount the battery to balance the plane. The Venus ended up with a power system from Grayson Hobby.

<http://www.graysonhobby.com/catalog/conversion-gh3520-p-667.html>

I'll start with the 14x7 prop. My plan is to use the 4S 5000mAh battery (30C). Do you see any issues with the numbers from your chart versus the numbers on the Grayson website for the motor specs?

Thanks for your time, opinions, and consideration.
Adam

KM: I used Drive Calculator and it looks like similar motors to the Grayson Hobby motor, which I believe to be a Suppo, when using an APC 14x7E, are about 600 to 650 watts in pulling about 40 to 45 amps on a 4S Li-Poly.

You might want to consider an APC 14x8.5 for the Venus, as it is a pretty clean airframe. On 4S

and that motor it should move the watts in somewhere into the 650ish range and the amps should move up to about 45 to 50.

Be sure to use that new Watts Up meter to verify that.

Hope that is helpful.

4S Li-Poly Kv 680-755	Kv	Wt. g
Cobra C-3520-14	700	216
Cobra C-4120-14	710	293
DUALSKY Xmotor XM4260CA-5	680	283
Hacker A40-10S V2	750	260
Scorpion SII-3026-710	710	205
Scorpion SII-3032-690	690	275
Suppo A4120/6	710	309
TOWER PRO 3520-06T	700	262
5S Li-Poly Kv 540-600	Kv	Wt. g
Cobra C-3520-1B	550	216
Cobra C-3525-14	560	253
Cobra C-4120-1B	540	290
DUALSKY Xmotor 5050CA-B	575	285
DUALSKY Xmotor XM4260CA-6	566	283
HXT 42-60 600Kv	600	278
Scorpion S-4020-12	542	304
TOWER PRO 3520-07T	600	262
Turnigy 50-55B	600	300
6S Li-Poly Kv 445-500	Kv	Wt. g
Scorpion S-4020-14	484	297
TGY AerodriveXp SK Series 42-60	500	290
TR 42-60C	500	280

Suggested Motors for the LT-40

(More on the Venus 40 Power System on p. 8)

Reminder: Skymasters' Indoor Flying Season

From Greg Cardillo indoor@skymasters.org

Skymasters R/C of Michigan would like to welcome your club to join us when the Winter Indoor Flying returns on Tuesdays starting November 1st!

Gold Card Season passes are on sale now, at our Skymasters' meetings, or on the Web via Paypal (<http://www.skymastersrc.org>).

The price remains at \$100 this for the season, but now includes the 2 four hour Holiday Sessions - for 25 sessions - 54 hours of flying! Hope to see you at the arena.

Click here to signup now!

<http://www.skymasters.org/events/indoor/register.php>

5 session punch cards remain \$30 and will be on sale at the arena on event days. Each 2-hour session is one punch. (Punch cards may also be used for the

holiday flying sessions this season - 2 punches for each 4-hour session.)

The sessions are at 11:00 a.m. to 1 p.m. on Tuesdays through the winter at the Ultimate Soccer Arena, 867 South Blvd, Pontiac, MI. The Ultimate Soccer Arena is located just west of Opdyke, on the north side of South Blvd. The flying area is 365 ft. by 260 ft. with ceilings from 45 to 75 ft. The facility is temperature controlled and well lit.

Remember that the season starts on Tuesday, November 1st! Buy your season pass now via Paypal!!

Event Flyer:

<http://www.skymasters.org/events/flyers/ultimateindoor.pdf>

More on the E-powered Magic

From Willie McMath via email

Hello Ken,

Another great issue of the *Ampeer*. (Referring to the November issue where his Magic conversion was featured. KM)

Here is a bit more on the motor 'fix'. I had to take all the magnets out of the Turnigy motor and re-glue them. I did it with 5-minute glue and filled between the magnet gaps with 5-minute epoxy. Then I balanced the bell housing.

I flew the Magic on Sunday and it flew well. Another lesson learned. This electric flying is exciting.

Take care,
Willie McMath



Venus 40 Power System Recommendations

<http://www.rcgroups.com/forums/showthread.php?t=1472442>

Glow to Electric Conversion		Worksheet for Outrunner motors & Lithium Polym				
Type ONLY in the green boxes		There MUST be a 2-stroke displa If only 4-stroke cu.in. displaceme If no 4-stroke displacement avail: Motor Selection: http://www.rc-boc				
Name of Plane:	Venus 40					
Recommended Largest 2-stroke:	0.51	displacement in cubic inches				A
Recommended Largest 4-stroke:	0.70	displacement in cubic inches				Wing cut (Level 1
Mfg. Max. Weight:	5.60	lb.				(Level 2
Mfg. wing area:	570	sq.in.				(Level 3
Desired watts in per pound:	100	Use 100 if in doubt				(Level 4
Cubic area:	7.88	cubic feet				(Level 5
Wing Cube Loading:	11.38	oz./cu.ft.				(Level 6)
Average watts in:	84.20	select from table at right watts in/cu.				(Level 7 :
Median watts in:	77.78	select from table at right watts in/cu.				
Suggested Power:	660	watts in				A
Lightest Motor:	220	g				(Level 1
Heaviest Motor:	330	g				(Level 2
80% watts in:	528	watts out				(Level 3
Largest Dia. Prop:	14	in. (see dia. note)				(Level 4
Prop pitch:	10	in.				(Level 5
Target RPM:	6755					(Level 6)
Pitch Speed:	63.96	mph - verify with pitch speed table				(Level 7 :
Stall Speed:	17.60	mph				
Pitch Speed to Stall Speed:	3.63	:1				
Number of Li-Poly cells:	2	3	4	5	6	
Anticipated Amp Draw:	94.3	62.9	47.2	37.7	31.4	
Estimated Kv (RPM/v):	1181	779	578	457	376	
Kv (RPM/v) Range High:	1243	820	608	481	396	
Kv (RPM/v) Range Low:	1122	740	549	434	358	
Approx. Li-Poly capacity:	9430	6287	4715	3772	3143	
Approx. Battery weight:	510	510	510	510	510	
ESC amp rating = or greater	118	79	59	47	39	
Prop Pitch Selection:	For WCL Levels 1 - 3 pitch to diameter ratios of For WCL Levels 4 - 7 pitch to diameter ratios of					
WCL 1-3 pitches	WCL 4-7 pitches					
7.0	10.0	Verify prop diameter and pit http://www.apcprop.com/pit				
7.5	10.5	For APC props, NO SF pri				
8.5	11.0					

The worksheet shows that for a 4S Li-Poly and an APC 14x10E prop, a motor weighing between 220g and 330g with a Kv of about 575 would have been a good choice.

**KEN MYERS PRESENTED
COVETED
GOLDBERG VITAL PEOPLE
AWARD**
By Joe Hass

Ken Myers was awarded the Carl Goldberg Vital People Award in a surprise presentation during the annual Midwest R/C Society Swap Shop in Northville, MI USA on Sunday November 6, 2011. Over 200 modelers were in attendance. Through special arrangements, Ken's wife was there for the award as well.

Ken was recognized for his decades long work in promoting electric flight, in all of its many forms, through the *AMPEER* newsletter and the MID-AM Electric Flies. Keith Shaw probably said it best, "Ken provided the vehicle, through the *AMPEER* and his technical expertise, to help electric flight grow into the remarkable form it is today". Ken's unselfish willingness to help modelers

around the world be successful has been appropriately recognized. The award application can be found elsewhere in this issue of the *AMPEER*. It was very difficult to compress all of Ken's contributions into the limited space available on the form. Imagine writing and, for many years printing and mailing, a monthly newsletter for over 20 years! Ken did it without hesitation.

After it was confirmed that Ken was the winner, work went in to high gear. The event director Rudy Reinhart, officers of the Midwest Club and members of the EFO where all contacted. Last years Goldberg Award winner Gary Weeks from the Skymasters R/C Club and past AMA Hall of Fame winners Keith Shaw and Pete Waters were present. Erin Dobbs at AMA headquarters expedited getting the award created and delivered to chief instigator Joe Hass as there were only a few days from the initial confirmation of Ken's award and the swap shop. Arrangements were made for the application to be framed with a large mat so that those in attendance could add their personal wishes to Ken.

4S Li-Poly Kv 550-610	Kv	Wt. g
DUALSKY Xmotor 5050CA-8	575	285
HXT 42-60 600Kv	600	278
Suppo A4120/7	610	309
TGY AerodriveXp 46 SK Series 50-55	580	329
TOWER PRO 3520-07T	600	262
Turnigy 50-55B	600	300
Cobra C-3525-14	560	253
Cobra C-4120-16	610	290
5S Li-Poly Kv 435-480	Kv	Wt. g
AXI 4120/20	465	320
Scorpion S-4020-14	484	297
6S Li-Poly Kv 360-400	Kv	Wt. g
Turnigy 425B	400	261
Turnigy 50-55A	400	300

Adam picked a motor with a Kv of 650. As discussed earlier. He might have to drop the prop pitch to 8.5" or possibly even the diameter to 13" to keep the amp draw in a decent range from his ESC and motor combination.



Joe Hass (right) presents Ken's Award as former award winner Gary Weaks (left) looks on

The biggest challenge was to keep the award a surprise. Fortunately Ken had moved to the back of the venue as the final preparations went into place. Jim Young graciously agreed to take pictures. At 10 AM Hass took to the microphone. After a brief explanation of the significance of the Goldberg award Ken's name was announced. As applause rose from the crowd Ken, smiling from ear to ear, made his way to the front of room. Reinhardt, who was standing next to Ken, stated that Ken was totally surprised. As evident by one of the pictures Ken was equally surprised by the check that accompanied the award.

After the presentation Ken graciously accepted the best wishes and congratulations of all those who appreciated and benefited from his contributions and generosity.

For those who have been involved in aeromodeling for a while the name Carl Goldberg (1912-1985) is synonymous with prolific free flight, control line and R/C designs that forever changed the landscape of modeling. Carl worked for Comet Models, was one of the founders of American Hobby Specialties (which eventually became Top Flite Models) and founder of Carl Goldberg Models. A consummate gentleman, Carl helped modelers young and old and contributed to AMA during its formative years. Prior to his death he and his wife established the Carl Goldberg Vital People Award to recognize and reward those who make aeromodeling so rewarding. Nominations from the aeromodeling community are accepted by the AMA. A committee reviews those applications and makes the awards in November of each year.

Join all of us who know and work with Ken in congratulating him in this well deserved recognition.



Ken and Chris Myers

Wow, all I can say is thanks to everyone! It was indeed a very pleasant surprise! Special thanks to Joe Hass for the nomination and to the AMA for this recognition. Since only five people a year are awarded this honor, I feel extremely honored and humbled. KM

The Award Application Read:

There are a precious few individuals who unselfishly contribute to the success of our hobby/sport. To have one who dedicated over 2 decades to the growth and enjoyment of electric flight is truly a gift.

For 23 years Ken Myers has created and edited the *AMPEER* newsletter. With the masthead of "The Future is Electric" Ken's handiwork has been and continues to be the leading source for data on all things related to electric flight. It is read worldwide. Well before successful electric flight was even imagined Ken's work showed how it could be done.

Ken's skill as a math teacher and his familiarity with computer programs allowed him to develop a variety of analytical tools to help guide us in making successful flight performance and power system decisions.

Ken is also a gifted speaker willing to make prepared presentations and impromptu talks. The best example occurred to me personally. I was speaking on electric flight at a local hobby shop with Ken in the audience. A question stumped me so I asked Ken if he had any insight. Not only did Ken willingly come to my aid but introduced an entirely new way of matching aircraft to power systems. Using the inventory in the

Upcoming E-vents

Dec. 8 Thursday, EFO meeting, 7:30 p.m., Ken Myers' house (address below) Everyone welcome to come.

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hobby shop he set out example after example of how his techniques could allow a novice to create the perfect power system for any electric airplane.


If publishing a monthly newsletter wasn't enough Ken created and ran the Mid America Electric Flies in Southeastern, MI. The MID-AM, as it has become known, has been an annual tradition for 27 years. It continues to be one of the premier events where you could see the latest in electric flight actually flying. With the ability to camp on sight flying begins at the first hint of the morning sun and continued into the night. There was always something to surprise and amaze.

Ken's warm personality, expertise and

willingness to unselfishly share epitomize the goals of the Carl Goldberg Vital Persons Award. He deserves to be one of the winners in 2011.



Joe Hass presents Ken Myers with the Carl Goldberg Vital Person Award

 The Ampeer/Ken Myers
1911 Bradshaw Ct.
Commerce Twp., MI 48390

<http://homepage.mac.com/kmyersefo>

The Next Monthly Meeting:

Date: Thursday, Dec. 8, 2011 **Time:** 7:30 p.m.

Place: Ken Myers' house (see above)