

the

Ampeer

December		The EFO Officers		2020
President: Ken Myers 1911 Bradshaw Ct. Commerce Twp, MI 48390 Phone: 248.669.8124		Vice-President: Keith Shaw 2756 Elmwood Ann Arbor, MI 48104 Phone: 734-973-6309		Secretary/Treasurer: Rick Sawicki 5089 Ledgewood Ct. W. Commerce Twp., MI 48382 Phone: 248.685.7056
Board of Director: David Stacer PO Box 75313 Salem, MI 48175 Phone: 313.318.3288		Board of Director: Arthur Deane 21690 Bedford Dr. Northville, MI 48167 Phone: 248.348.2058		Ampeer Editor: Ken Myers 1911 Bradshaw Ct. Walled Lake, MI 48390 Phone: 248.669.8124
No Mailed Ampeer Subscriptions		The Next EFO Meeting is yet to be determined There will be no in person or ZOOM December Meeting		

What's In This Issue:
 A Bit of Electric Flight History - The October 2020 EFO Flying Meeting - More Important Information Pertaining to Indoor Flying at the Ultimate Soccer Arenas - Indoor FREE FLIGHT Flying at the Ultimate Soccer Arenas and Another Local Venue for Indoor RC - Electrically Powered Control Line Question - Be Careful With Those Props!
 - The November 2020 EFO Flying Meeting - Upcoming Events

A Bit of Electric Flight History
 By Ken Myers



Screen Capture from the Podcast Page

Recently, within a week, I received a request from three people to be put on the *Ampeer* notification list. This was a bit unusual.

I wondered why, until one of the gentleman noted that he had heard a Podcast with an interview with Greg Gimlick participating. Greg, whose last electric column appeared in the December 2020 *Model Aviation*, mentions the early KRC meets and Keith Shaw.

I'm not a Facebook or Podcast guy, but, as luck would have it, I was just finishing my umpteenth re-reading of the March 2020 issue of *Model Aviation* where Matt Ruddick described Podcasts in his article "RC Podcasting", pages 23 - 25, before "archiving" it to the basement.

I located the RC Roundtable Podcast where Greg was interviewed using Google and found the link.

<https://www.facebook.com/rcroundtable/>

The direct link to the Podcast is:
http://rcroundtable.com/podcasts/mp3/RCR_episode_118.mp3?fbclid=IwAR07vK9QSGhORd5cx-5lh5X4Pc3DvpSr8vfp0jG1aS7FYSjMgG0rjbEzCTw

The first 20 minutes of the Podcast contains the hosts speculating about the new Spektrum NX line of transmitters.

<https://www.youtube.com/watch?v=aNCC7yGRQyM>

The hosts also discuss some issues they've had with the scroll wheels on the previous, DX, series of transmitters.

The interview with Greg starts at about 20 minutes into the Podcast and is about 40 minutes long.

During the Podcast, Greg discusses meeting many of the early electric flight pioneers for the first time and what it was like to attend some of the ground-breaking, first, electric meets, including KRC and the early Mid-Ams.

If you are relatively new to electric powered RC flight, say in the last 10 or 15 years, you could listen to this Podcast and find out who the folks were that got us too where we are today.

If you were one of the early adopters of electric flight, then this Podcast is a GREAT trip down memory lane!

During the conversation, Keith Shaw's name comes up many, many times.

The *Ampeer* Table of Contents (TOC) page contains links to Keith Shaw's published writings, as well as much of what Keith has done since his writings first were published.

<http://theampeer.org/sitetoc.html>

I highly recommend spending some time listening to this Podcast!

* * * * *

I would like to congratulate Greg Gimlick for his 25+ years of sharing his knowledge of both electrically powered planes and helicopters in all of the publications that he's written for! His writings have always been above average by a whole lot, and his deep knowledge of his topics has been outstanding! Thank you Greg for all that you've done to advance this hobby! You, and your writings, will be greatly missed. Enjoy this new chapter of your life.

The October 2020 EFO Flying Meeting

Since fall was coming in with a cold snap, Ken notified the folks that the meeting start time was rolled back to 11 a.m. on Saturday, Oct. 3. This turned out to be a good thing. At 11 a.m. the temperature at the flying field had risen from in the 30s in the early morning to a balmy 50 degrees F.

While it was a mostly cloudy day, there were long periods of sunshine that broke through. The winds were predicted to be in the 5 mph range, but were seldom below 10 mph.

Once again there were three Keiths present at the flying field. Keith A. and Keith B. both got in some training flights, although the wind was quite a bother.



Keith Shaw brought his Proctor Antic Bipe, Sausewind, red German low power aerobatics plane, and School Boy. The little rudder and throttle controlled School Boy got blown around quite a bit. The Sausewind did okay in the wind,



but not great, and Keith did a lot of touch and goes with the bipe.

Dave Stacer looked over Keith B.'s FT wing and helped Keith to fly his FT Tiny Trainer in the wind.



Paul Sockow shared the details about his Flite Test (FT) Simple Stick.

<https://store.flitetest.com/flite-test-simple-stick-maker-foam-electric-airplane-kit-1067-mm-ft-1168/p1225402>

The details from the FT Website are a bit sketchy and only note a wingspan of 1067mm. No other details are given.

Paul noted that he purchased the FT kit, which uses what FT calls "Maker Foam", because the plans had not yet been released. The new, white "Maker Foam" is much easier to paint than the previous brown covered foam that had been previously used in the FT kits. He plans to add some color soon.

He said that the plane went together well and flies very well.

The build thread for the kit is found on YouTube.

https://youtu.be/5UDfUt_JMKc

I asked Paul, via email, about the power system, and he replied with all of the following information.

It sounds like he used the Flite Test Power Pack B "Radial Edition".

<https://store.flitetest.com/flite-test-power-pack-b-radial-edition-ft-3059/p983485>

Pack Includes:

- (1) Motor - Radial 2212-1050kV
- (1) Flite Test 35A ESC w/XT-60 connector
- (4) Flite Test ES08AII 9g Servos
- (1) Y-Lead
- (4) Extensions - 20 cm
- (4) Linkage Stoppers
- (2) Propellers (9x4.5)
- (1) 2mm Allen Wrench
- (1) Phillips Screwdriver

A note from Ken Myers:

I found the The "Simple Stick" - builders' thread and plans at:

<https://forum.flitetest.com/index.php?threads/the-simple-stick-builders-thread-and-plans.62186/#post-548976>

The plans are found here at Simple Stick V1.3:

<https://forum.flitetest.com/index.php?resources/simple-stick.125/>

You MUST join the Flite Test Forum to be able to download the plans.

The plans are extremely basic with some important parts not shown. The plans are not by Flite Test (FT), but the actual designer of the plane who goes by the handle The Hangar on the FT Forum.

The FT build video covers parts like the power pod and notes what the original builder/designer did.



It was a great day to be outside together and, despite the wind, there was a lot of good flying.

More Important Information Pertaining to Indoor Flying at the Ultimate Soccer Arenas

From Fred E.

Skymasters Indoor Event Director

Indoor Pilots,

Attached you will find the newly adopted Skymasters **rules** due to the circumstances surrounding COVID-19 and the cancelling of last year's indoor season Refund and Pro-rating Policy.

It is of particular interest to pilots having or wanting to purchase a Season Passes or Punch Card.

Also attached is a copy of the CV-19 Policy and Guidelines adopted by Ultimate Soccer Arenas for your health and safety.

The registration process at Ultimate will take a little longer this year so your patience is appreciated.

If you could go online to pre-register at www.Skymasters.org it will speed up the process a bit. There you can update any changes in your email address and phone number. At that time you can purchase a Season Passes (\$150) or Punch Cards (\$40 each) should you want one. **Note:** no paper season passes or punch cards will be issued this year, attendance will be monitored at the registration table upon entry.

If you have any questions I can be contacted at: indoor@skymasters.org

Fred E.
Indoor Event Dir.

Indoor Pilots, 10/16/20

These two questions were asked relating to the Indoor Startup Letter sent via email dated 9/24/20. The questions were reviewed by the Skymasters Executive Operation Committee (EOC) for their consideration and the following policies were adopted on:

1. As the 2019/2020 season was cancelled earlier than the end of the season, will there be any carryover of the unused 2019/2020 sessions for those of us who paid for a season pass?

Policy:

Due to the special circumstances that arose due to COVID-19 and the closing of Ultimate Soccer Arenas, Skymasters will offer a refund of \$20 via cash or check to the 48 pilots who purchased Season Passes for 2019/2020. Pete Foss, Skymasters President, will be making these distributions at the arena. If you are unable to come to the arena you can contact Pete at: president@Skymasters.com and other arrangements can be made.

2. In the Startup Letter, it states: "Season Pass pricing will increase to \$150 and will be prorated should the season be cut short." What does "prorated" mean in this case?

Policy:

The pilots who purchase 2020/2021 Season Passes for this year's indoor season will be eligible for a pro-rated refund at the end of April 2021, should the season be cut short due to COVID-19 and the closing of Ultimate Soccer Arenas. It will work this way: \$8 per week will be deducted from the cost of the Season Pass starting with Wk. #01 to week 16, after that no refund will be made. (Example Wk. #01 - \$142, Wk. #02 - \$134, etc. After Wk. #16 no refunds will be made) Note: Pro-rating is not calculated on one's attendance. Unused "Green" Punch Card Credits for 2019/2020

Policy:

Due to the special circumstances that arose due to COVID-19 and the closing of Ultimate Soccer Arenas, unused green punch cards from 2019/2020 may be used by the card holder throughout the 2020/2021 indoor season. **Note:** If you have lost your punch card we have a record of your purchase and attendance.

Fred E.
Skymasters Indoor Event Director

You are asked not to come to the Ultimate Soccer Arenas if you have any of the following signs/symptoms of a cold or COVID-19:

If you have come in contact with someone who has COVID-19 within the last 14 days.

A fever/temperature of 100.3 degrees or higher

Respiratory symptoms such as sore throat, cough, shortness of breath

Whole body symptoms such as muscle aches, chills, severe fatigue

New gastrointestinal symptoms such as nausea, vomiting, diarrhea

Changes in sense of taste or smell

Ultimate Soccer Arenas has adopted the following policies to help ensure our safety:

Adults must wear a mask upon entering Ultimate Soccer and throughout the arenas with the exception of the café area.

You are expected to practice social distancing even while wearing a mask.

There will be a designated restroom for our use.

Use only Field #3 and do not travel to other sections of the arenas.

Temperature check upon entering Field #3

10/25

The registration process will take a little longer this year, so your patience is appreciated. Go online and pre-register at www.Skymasters.org that will speed up the process.

Due to CD-19 pilots cannot enter Field #3 until it is everything has been thoroughly cleaned so please do not enter early or wander about the building, wait in the hallway by the café until you are processed through registration and the okay has been given.

If you bring the proper change it will be a big help. At the end of flying at 1 PM pilots have to vacate promptly so the maintenance staff has the time to properly clean the arena for the next group arrives.

It is our understanding that the cafe will be open for coffee and packaged baked goods. I am just not sure what time the cafe will be open.

Online Indoor Registration is now open at: **www.Skymasters.org** for punch cards or season passes.

If you have any questions I can be contacted at: Indoor@skymasters.org or (248) 770-3239

Thank you for your corporation it has been a challenge getting ready this year's indoor event.

Fred E.
Indoor Event Dir.

Skymasters R/C Indoor Flying/Driving Rules can be found here:

http://www.skymasters.org/index.php?page=events&pdflyer=data/flyers/2020/1_indoorrules_rev_10-20.pdf

Indoor FREE FLIGHT Flying at the Ultimate Soccer Arenas and Another Local Venue for Indoor RC

From Joe Hass via email

Beginning tomorrow, October 15, and every **Thursday** through the winter, the Free Flight group will be flying at Ultimate Soccer. Flying starts at 10 AM for at least a couple of hours. If you have never seen these magnificent machines (a 2 minute flight on just a rubber band) it is worth the trip. There is no charge for spectators. The flying will be at Field 3.

Also:

Indoor RC Flying has begun at Premier Sports Center, 23 Mile and Hayes, every Thursday from 9 AM to 3 PM.

Joe Hass
248-321-7934

Please call Joe with any questions regarding the indoor free flight flying at the Ultimate Soccer Arenas.

Electrically Powered Control Line Question

From John Harman (Australia)
and Rick Sawicki via email

I received an email from John asking about using LiFexx cells to power control line planes. I told him what I knew about them and then referred him to EFO member Rick Sawicki, as he is an excellent electric control line source. Rick is a

LONG time control line, award winning, pilot and has been using electric power for his control line planes for many, many years! KM

Hi Rick,

As you can see from the email history below, I had recently contacted Ken re-electric power for a possible use of LiFe batteries for a small (Ringmaster S1) control line model I am building.

Having used LiPos now for about 4 years with c/l stunt I thought with the big improvement (more energy) with LiFe batteries, they could be an alternative for this small model the AUW of about 28 oz. Just to fly around and do a few loops with my grandson in mind.

The reason for this idea is because using a 3 or 4 cell LiPo weighs too much if placed in front of the leading edge and I have seen a few modifications showing the battery mounted underneath the fuselage and also mounted in a pocket inserted into the wing root, which needed the LE to be cut through half way and a battery plate epoxied in from the LE to the spar which seemed rather a messy alternative. Please open attachment to view.

My original thinking was that if I could figure out how to quantify the energy of the LiFe batteries (volts, amps, C value etc) I could then decide if they would be suitable. That's the reason I contacted Ken some weeks ago now.

I'd be most appreciative of any advice you could offer.

Thank you and Best regards,
John Harman

PS. I have just found you on you-tube flying the pattern with your electric Nobler, videoed by Frank Carlisle in 2009. It flew very well so you must have pioneered electric flight in the US.

<https://youtu.be/eFy6Qh4IUZI>

You would have had to modify the Nobler to fit the electrics in. I had that trouble to when I bought the Brodak Oriental ARC as it was designed for I.C engines. I got a lot of info including the early electric mods by the Adamisin family control line pics on the 'net.

Hi John,

Very nice hearing from you.

You already have e-mailed the real expert on LiFePO₄ cells. Ken has been using them for years.

I personally am using LiPo and only LiPo.

I started into electric R/C back in 1978 and when light weight LiPo finally came around (about 2000) I started to convert several of my C/L stunters into electric power. This was back in 2001 and yes I was one of the pioneers in electric control line in the USA.

Similar to your Ringmaster, one of the original planes I converted to use as a demo for other flyers was a ARF Flight Streak...flew great but at that time 2002 I was using a 3 cell pack mounted under the body. 4 cells were still much too heavy.

Fortunately they have come down in weight since then.



Rick with his Legacy

I currently have a total of 8 c/l electric planes, all stunters...from all foamies that I have flown inside on buildings to a very large Legacy built in 2010 that has won 5 contests.

The Nobler you saw has won 6 contests and is still flying on the original motor and speed control. It was very well received by the c/l community and has started many on the electric road.

Unfortunately I do not fly competition stunt anymore, getting on in age, but I do enjoy flying the pattern with several other electric flyers every couple of weeks. I was really heavy in stunt and many other modeling events for over 22.5 years...I have enclosed another picture..my latest HO scale model railroad project in in the foreground but in the background is my modeling trophy collection...Shelving is 2 1/2 feet deep and contain 415 trophies!!!



I looked at your pictures and you are well on your way to having a very enjoyable time flying electric c/l.

I also use Hubin timers and was one of his original testers back around 2005 or so. They work great and are easily programmed.

I wish I could help more on the battery question but unfortunately I have not used them for c/l, nor do I know anyone else in the USA who has used them for competition c/l stunt.

Great chatting with you. If I can help in any other way please let me know

Rick Sawicki

PS I know the Adamisin family very well and have flown with them for almost 60 years...since around 1960 or so.

Be Careful With Those Props!

A Warning From Walt Thyng via email

After skimming the current issue of the *Ampeer*, I was struck by the great range of both model types and sizes. What a difference from what was generally available when I started flying electric in 1992 up in the backwoods of New Hampshire.

My first was a Graupner Uhu glider with a screaming hot (not) Speed 600 on 7 NiCads that barely managed to get into the air. Now I'm readying a 1/4 scale Nosen Champ with a geared Hacker B50 (helicopter) motor on 8 LiPos and a 20-inch APC. It will go vertical almost as long as I want. With throttle management I can easily get 10 minute flights. What a difference!

One thing hasn't changed though. . . . **the need to be careful!** Especially to stay clear of the prop as long as the batteries are still in the plane.

Attached is a picture of my encounter with the above mentioned Champ when I turned off the Tx before double checking the batteries (that's what happens when you're tired!). That is a five inch gash which got into the muscle, but not the tendons. It took 17 stitches to repair.



Walt

The November 2020 EFO Flying Meeting

In this year of surprises, November held a “nice” surprise for us here in southeastern Michigan.

There was a long stretch of relatively warm weather in the first and second weeks of the month.

The monthly EFO flying meeting was originally scheduled for Saturday, November 7, at noon, but Ken moved it to Sunday, as the predicted winds looked better.

Sunday dawned clear and crisp, but by noon the temperature had risen to 71 degrees F (21.7 degrees C) and reached 73 degrees F (22.8 degrees C) by the time the flying session ended, a bit after 2 p.m.

Unfortunately, the wind picked up until it was about 12 mph when the group broke up.



The photo shows a look to the west from the middle of the flight line. It shows what a beautiful fall day it was.



This is a photo, to the east and down the flight line and shows many of 15 people who attended this meeting.

We had two student pilots present and, once again, **Dave Stacer**, gave me a hand with the flight training and worked with Keith B., who flew his tiny trainer. Later, Dave flew Keith B.’s brand-new Flite Test Flying wing, which flew very nicely, once Dave got it trimmed out. Keith B. even had a chance to fly and LAND the wing himself.



“Keith” A., who hails from Japan, is awaiting his turn for training on Ken’s RUA 2-4-10. Keith A. was able to handle the increasing wind during the day. Nice job in the wind Keith A.



Dave Stacer is flying his wing while **Denny Sumner** readies his brand-new, e-powered Willy Nilly’s Gentle Lady 250.



Speaking of Denny’s new Gentle Lady, he really likes flying it a lot. It is available on the Willy Nilly’s Web site.

<https://willynillies.com/shop/ols/products/gentle-lady-250-classic-sailplane-or-electric-powered>

He noted that it went together very easily, but that the spinner and prop, he had to order from England, actually cost more than the kit!

He also noted that it does not like a lot of wind. It was a great day of friendship and flying!!!

Upcoming E-vents

Legacy Center, Brighton, MI, Indoor Flying
Wednesdays from October 14 through March 31,
 from 12:30-2:30.

Ultimate Soccer Arenas, Pontiac, MI, Indoor RC Flying

Tuesdays starting Oct. 27 thru April 13, 2021

Hours: 10 a.m. - 1 p.m.

\$10 for a single session, discounted 5 session &
 season passes are available. Dates and Times are
 subject to Change!

Ultimate Soccer Arenas, Pontiac, MI, Indoor Free Flight Flying

Thursdays at field 3 of the Ultimate Soccer
 Arenas starting at 10 a.m. (details in this issue)

Premier Sports Center, Indoor RC Flying

14901 23 Mile Rd, Shelby Charter Twp, MI 48315
 Indoor RC Flying has begun at Premier Sports Center,
 23 Mile and Hayes, every **Thursday** from 9 AM to 3
 PM.

IMPORTANT NOTICE

**DUE TO THE INCREASED
 SPREAD OF COVID-19, THERE
 WILL BE NO DECEMBER 2020
 IN PERSON EFO MEETING
 NOR ZOOM MEETING!**



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

The Next Monthly Meeting:

Date: Unknown at this time

Place: None