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December		The EFO Officers		2022
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No Mailed Ampeer Subscriptions	The Next EFO Meeting: TBD - January, 2023 Time: TBD, Place: ZOOM 2023			

**What's In This Issue:**  
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**EFO Meetings, Winter 2023**

There will be no EFO monthly meeting in December of 2022 either in person or via ZOOM.

The meetings for January, February, and March will be ZOOM meetings.

The reason for ZOOM meetings is the continued threat from COVID and now the severe outbreak of the common Flu in the more senior population.

Also, I am really no longer capable of clearing the drive and street of snow and ice for safe walking to the house.

I'll see you all via Zoom in January, Ken.

**Skymasters' Winter Indoor Flying in Pontiac, MI**

From Pete Foss via email

Hi All,

I'm very happy to announce that we have secured a spot at the UWMSC (UWM Sports Complex), 867 S Blvd E Pontiac, MI 48341, calendar for indoor flying.

**WE ARE BACK TO TUESDAYS FROM 9 AM - 12 PM!**

Registration for indoor is up for gold cards!

<http://www.skymasters.org/index.php?page=events&id=15924>

Gold Cards, season passes, are \$150 and single sessions \$10.

Thanks,  
Pete Foss  
President Skymasters RC of Michigan  
[www.skymasters.org](http://www.skymasters.org)

**Winter Indoor Flying at the Legacy Center in Brighton, MI**

Indoor flying takes place from November 2nd, 2022 until April 26th, 2023 at the Legacy Center Sports Complex, 9299 Goble Dr., Brighton, MI, 48116 phone: 810-231-9288

**Wednesdays from 12:30 PM until 2:30 PM.**

The cost is \$10 per drop-in session.

I recently published the following two articles in the Midwest RC Society newsletter, The Monitor.

I believe they have a general interest and should also be published here.

The first article is by **Lynn Morgan**, MRCS' club secretary, and regards the retrieval system we have available at the Midwest flying field to retrieve planes from trees. The photos are self-explanatory.



### The Midwest RC Society's Plane in Tree Retrieval System

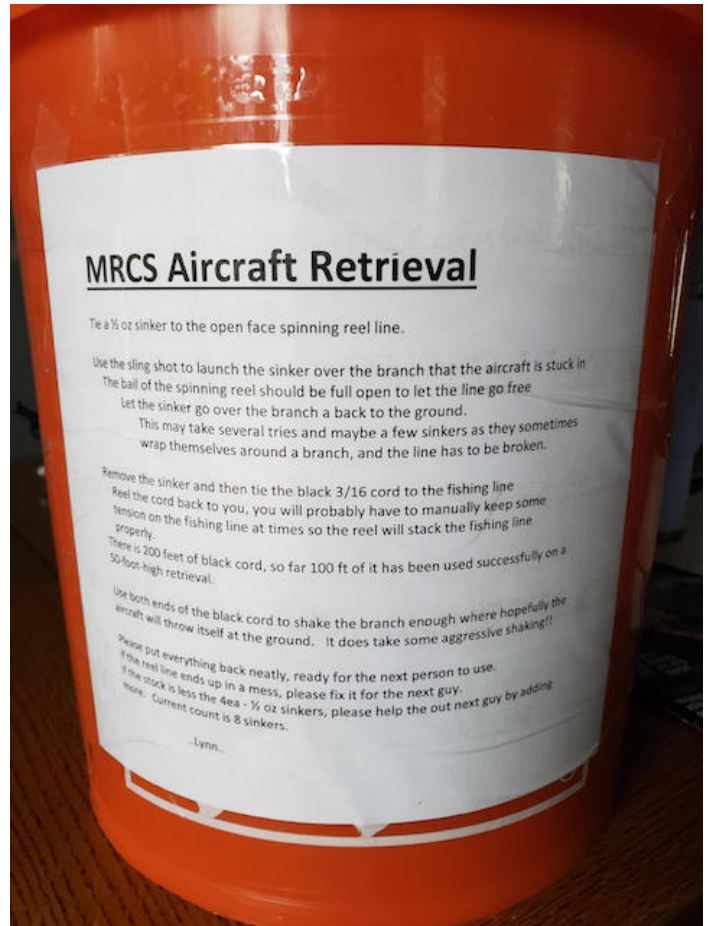
From Lynn Morgan via email

**Lynn Morgan** designed this system and sent along a few photos to explain it.

Thanks so much Lynn!

This information is archived to the Midwest RC Society's club Website homepage for future reference.

<http://www.themidwestrcsociety.org>



The second article is from Mark Freeland. Mark is the owner of and designer for RetroRC.

<http://retrorc.us.com/>

He is also a member of the Midwest RC Society, EFO and an AMA Hall of Fame Inductee.

His information was shared in the Models of the Month information of the Midwest RC Monitor and is presented in its entirety here.

### Models of the Month

AMA Hall of Fame member, and Midwest RC Society member, Mark Freeland shared two planes with us.





The first one was a rubber powered plane, that he designed, to be used in the Science Olympiad as well as other STEM activities. He noted that it flies great.

He also noted that he'll produce about 100 or so of these kits for schools.



He also shared a 1941 Tiger Shark Monoline control kit that he picked up recently as a "new in the box" kit. It is a very complete kit that includes the covering, glue and dope.

The kit was made by the Victor Stanzel & Co.

Mark is planning to make this 36" Wingspan plane into U-control version instead of monoline.

Mark sent along the following information and photos of these via email.

The museum that the Tiger Shark "G" Line kit came from is:

Stanzel Model Aircraft Museum, 311 Baumgarten, Schulenburg, TX 78956 979-743-9119.



Mark's photo taken at the museum

The Tiger Shark was the first "control line" model airplane marketed as a kit. Victor Stanzel filed a patent on November 6th 1939 for the "G Line" method of flying powered model airplanes. The Tiger Shark first appeared in the December 1939 Model Airplane News Magazine. The wing span is 36" and length 31 1/2", and is intended for Class B and Class C ignition engines. Several other derivatives were designed and produced in the early 40's including a 24" span Baby Shark and a rubber powered Shark-P60.



Mark's photo taken at the museum

Victor and Joe Stanzel are also well known for two free flight designs, the Interceptor, and the



Texas Ranger. But they are best known as the inventors of the Mono Line control system, which is most often used for CL speed models.

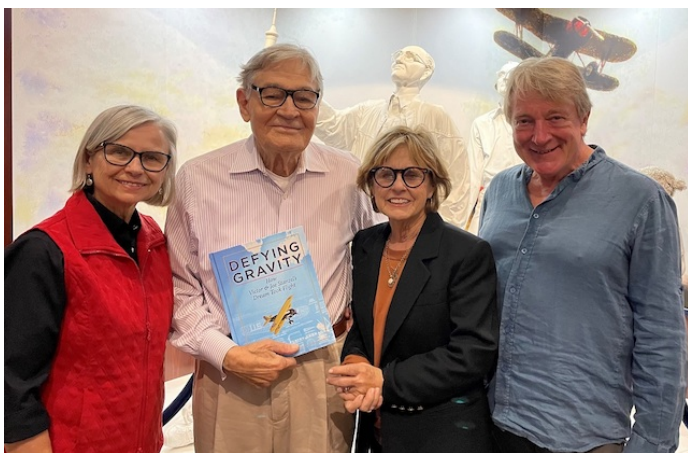


The museum has a good number of these kits left, I was told about 300. The kit is selling for \$60 and the museum is happy to ship them.



The folks there are very nice and helpful.

I was escorted around the facility by Victor and Joe Stanzel's Nephew Ted Stanzel (now in his 80's) and niece Lucy Stanzel, which was a real treat as Ted had worked at the factory with Victor after Joe's death, so was very knowledgeable about everything in the exhibits.



The book, shown in the photo, is called "Defying Gravity, How Victor and Joe Stanzel's

Dream Took Flight, by Ted Stanzel and Elaine Thomas. It is also available from the museum for \$35 in paperback.

Attached photo left to right is of Elaine Thomas, Ted Stanzel, Lucy Stanzel and myself.

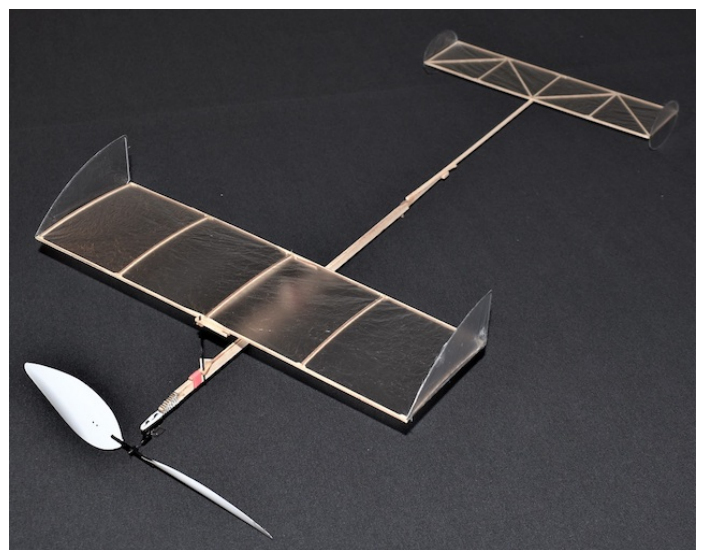


The Science Olympiad kit I showed this evening is the 2023 Cloud Dancer.

Model weight is 8g without motor (prop is 2g of this 8g) and flies with a 2g strip of 3/32" FAI Super Sport rubber. The prop is a Indoor Free Flight Supply Co. 9 1/2" Medium prop cut down to 9" diameter. Best flight time to date is 2 min 22 sec.

I hope this helps!

I am also uploading links for a video of the Science Olympiad Cloud Hopper (Bi-Plane for Div C) and the airplane I showed the Cloud Dancer so you can see how they fly! Bit large to attach!





<https://onedrive.live.com/?authkey=%21AEeO3k%5FtJriE3Yo&cid=455BE08C4976142E&id=455BE08C4976142E%2117190&parId=455BE08C4976142E%2116742&o=OneUp>

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Mark Freeland  
Retro RC LLC & Campbell's Custom Kits

### The Sunday, October 23, 2022 EFO Flying Meeting

The monthly EFO Flying meeting was postponed from Saturday, October 8 until Sunday, October 23. The weather, especially the winds, were not good for a flying meeting until the weekend of the 23rd and 24th.

It was decided to postpone to Sunday, October 24 because of the high winds on the 23rd.

Sunday was a much better day. The temperature was in the lower 70s, but the winds were moderate and a bit gusty. The unusual warmth for this time of year was welcomed!

It was a beautiful fall day in southeastern Michigan to be at the flying field.

The start time was adjusted to 11 a.m. to allow the temperature to warm up, which it did.

Note the beautiful Michigan fall foliage in all of the photos!



**Denny Sumner** and **Dave Stacer** arrived early and got set up. Then they got to flying before the wind came up.



Dave is getting in an early flight with Denny looking on.

**Dave Stacer** and **Ken Myers** helped student pilot, Aaron, with some flight instruction. They also helped him set up his Sensei trainer.

After the set up, Dave took it up for its checkout flight, which went very well.



Dave, Aaron and his son prep Ken's old, highly modified Flite Test Cub for a training flight.







Ken also took Aaron up for a training flight using his Super EZ. This plane has been a great trainer for many, many years. Ken recommends it as a trainer, and a fun “windy day” flyer with no bad



flying traits.

Dave and Aaron can be seen flying on this beautiful fall day.



### A CLASSIC FINALLY FLIES

From Joe Hass via email

At the 2007 Scale NATS Dave Johnson, then with Hobbico, generously offered to swap the TOP FLITE Staggerwing he had just won in the pilot's prize drawing with me for the potpourri of accessories I had just won. I gratefully accepted.

Fast forward to 2021 I finally had the time to complete the ARF. I knew I wanted it to be electric powered with electric retracts on the mains and tail wheel. After acquiring all the hardware the assembly began. Winter weather and schedules delayed the maiden flight until 2022.



Jeff Hayes of Elite Machining, a fellow modeler, created the steel standoffs and X mount for the AXI 5320/28 249Kv brushless motor driving an



18 x10 APC electric prop. A Castle Creations 80 amp Electronic Speed Control controls the motor. Ten Flight Power 5000 MAH 50C Li-Pos provide the energy for the propulsion system. This system draws 55 amps and generates 2100 watts. The prop turns at 7300 RPM generating an estimated prop speed of 73MPH. The Staggerwing takes off at 3/4 throttle and cruises at 1/2 throttle.

Robart Manufacturing graciously made the long out of production main gear, this time with electric motors rather than the original pneumatic system. The Robart retractable tail wheel is powered with a conventional retract servo to keep it locked down when the radio system is turned off.

There are a variety of servos in the 7 locations. ElectroDynamics in Livonia, MI supplied the two five cell ENELoop 2000mAh batteries, one for the TACTIC 8 channel radio system and one for the retracts.

At a 72.5 inch wingspan and 21 pounds (with 18 ounces of ballast in the nose) this big bird definitely qualifies as Giant Scale.



Initial flights were done off the paved runway at the Flying Pilgrims Club in Superior Township, MI.

The flight photo, taken by my son Chris Hass, shows the tail wheel off the ground as the Staggerwing accelerates for take off. It is surprisingly aerobatic with loops and rolls completed easily. We are still in the shakedown phase as control throws and mixing are being set up.

It is as stunning on the ground and in the air as the full size Staggerwing. Truly a classic.

Joe Hass

joe Hass@gmail.com



**Bill Brown, Sr. Honored in Model Aviation’s VIEWFINDER Column**  
From Joe Hass via email

Joe Hass submitted an article for Model Aviation’s VIEWFINDER column regarding my long time flying friend, Bill Brown, Sr. He is one of the finest gentlemen I have ever had the privilege to know, and we’ve known each other a long, long, long time!

The article was printed in the December 2022 issue of Model Aviation.

While many of you reading this receive Model Aviation as part of your AMA membership, many of you don’t live in the US and are not AMA members.

I received the following email from Joe. “Attached is the digital version of the December 2022 Model Aviation Viewfinder. It is OK to send it around / publish it.

Congratulations to Bill Brown Sr. Hope he enjoys the framed print.

Joe Hass  
248-321-7934”

Link to the PDF  
Viewfinder\_1222[9178].pdf



**Upcoming Events**

**January 2023** EFO monthly winter meetings resume via ZOOM with the dates and times to be determined.

**Indoor Flying**

Pontiac, Tuesdays 9 a.m. - 12 p.m. (details in this issue)

Brighton, Wednesdays, 12:30 p.m. - 2:30 p.m. (details in this issue)



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**March Monthly Meeting:**

**Date:** TBD January 2023 **Time:** TBD

**Place:** ZOOM