

the

Ampeer

July		The EFO Officers	2021
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No Mailed Ampeer Subscriptions	The Next EFO Flying Meeting: The Mid-Am Sat. & Sun., June 10 & 11, 9 a.m. (details in this issue)		

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**A Safety Warning You've Heard MANY TIMES BEFORE!**

From Ron Krause  
**I Am Lucky**

Hi,  
Just to give you an update. I had a plane prop cut my arm today at the flying field. Thank god it hit my arm and not my hand. There was a lot of blood. It just needed stitches.

I do too many dangerous hobbies. Every one has safe ways to be safe. It has been several years since I last flew. I forgot that I had a switch on my transmitter to kill the motor. I forgot that one removes the battery from behind the airplane.

I am thinking that I was lucky today. It could have been much worse. I am thinking that at my age, perhaps I need to do just a few of my hobbies.

Perhaps I will just shoot my guns, do my wood working and figure out how to drive my new 35 foot motor boat that I got last summer.

Thank the guys at field for their care. I belong to 4 fly clubs and Midwest is my favorite.

Have a good day.

**And in a follow up email:**

Giving it more thought, I was sloppy, not stupid.

I came at the battery from the side. But then got sloppy as the motor switch was not turned off. I must have moved the plane into the transmitter. I was too close to the propellor. The torque of the engine moved prop into my arm. Bam!

But being sloppy is as Bad as being stupid.

Ron K.

Thanks to the fast action of the guys at the Midwest flying field that day, Ron is stitched up and okay after his close call.

**My Procedures For Trying to Keep ME and MY Parts Away from the Prop, Which May Decide to Start at Any Moment**

I thought that now would be a good time to review MY procedures to try and make sure that that kind of accident does not happen to others.

**At Home:**

Ron noted that he did have a "throttle

lock/cut” set up on his transmitter, but that he had failed to use it.

I use the Tactic brand of RC “computer” radio, but most “computer” radio systems do have a way to put a “channel lock/cut” on a switch.

The last thing that I do, when completing the new setup of a plane at home is to set up the “channel lock/cut”, and then I test it on the bench.

There are several articles in previous *Ampeers* on how to set up a “channel lock/cut”.

#### **An Alternate Throttle Lock Method for Spektrum Radios**

From Bob Comerford, Glen Innes, Australia

<http://theampeer.org/ampeer/ampfeb15/ampfeb15.htm#LOCK>

#### **A Better Way to Set Up the Throttle Cut Feature on the Tactic TTX650 to be Used as a Throttle Lock**

From Roger Wilfong, EFO Member

<http://theampeer.org/ampeer/ampjan14/ampjan14.htm#LOCK>

#### **Tactic Brand Radio: A Follow Up**

By Ken Myers

It the section titled “One way to turn the THROTTLE CUT function of the Tactic TTX650 into a throttle LOCK”

<http://theampeer.org/ampeer/ampnov13/ampnov13.htm#TTX650>

If you are not sure how to set up a “throttle lock/cut”, I have reprinted “A Quick and Easy Throttle Lock for Non-computer Radios and the Spektrum DX-6i”, By Ken Myers. It originally appeared in the January 2015 *Ampeer*.

<http://theampeer.org/ampeer/ampjan15/ampjan15.htm#LOCK>

#### **A Quick and Easy Throttle Lock for Non-computer Radios and the Spektrum DX-6i** By Ken Myers

The following is NOT my original idea. I cannot remember where I first saw it, but was BEFORE “computer radios were common, and it came in very handy at our flying field this past summer (2015).

One of our young pilots had an incident when he retrieved his plane from the flying field. As he was walking back to the pit area, he accidentally bumped the throttle on his non-computer type radio with no throttle lock. The prop spun up and nicked his arm, causing a small gash.





Once I saw what had happened, and we'd applied some first aid, I grabbed some rubber bands and applied this method to all of the radios at the field that day with no throttle lock.

It was sort of like closing the barn door after the horse got out, but I now apply the rubber band throttle lock to all of my student pilots' radios, computerized or not, since most of them do not set up a throttle lock function.

#### **At the Flying Field:**

I get the plane ready to load the battery.

I turn on transmitter.

I hook up the battery from behind the plane.

Some of the electronic speed controls (ESCs) that I use will not arm if it is not receiving a signal from the receiver, so I do have my throttle cut in the throttle ON position when I hook up the battery, while I stay clear of the prop. I do not strap the battery into position until I am sure that the throttle cut is working and the switch is in the OFF or LOCK position on my transmitter switch. I then strap in the battery and carefully move the plane to position it for take off. Once I'm actually ready to take off or launch the plane, the last thing I do is turn off the throttle lock switch.

Does this mean that I won't have an accident? Probably not, but it certainly lowers the chances.

I did mention that some ESCs won't arm unless they are receiving a signal from the receiver. The key word in that sentence is **SOME!** That also means that there are some ESCs out there that will arm without a signal from the receiver.

I was at the flying field on Saturday, June 12, for the EFO flying meeting.

I was asked to test fly a plane for a fellow. I didn't know how to program his transmitter for a throttle lock/cutoff, so I used the rubber band trick while checking out his plane for flight readiness on the ground.

Thanks to EFO member, Denny Sumner, the transmitter was set up with the throttle lock switch after the first flight.

The owner of the plane said that he'd studied the manual and didn't even know that it could be done. Now he does.

**Let's still be careful out there!**

## **The June EFO Flying Meeting**



### **Early Set Up on a Beautiful June Day**

The monthly EFO flying meeting was postponed from Saturday, June 5, to Saturday, June 12 because of the weather.

The day started off very hazy, but soon the sun came out and it was a pretty nice day. The winds were relatively low and a bit variable.



There were a dozen members present at the Midwest RC Society 7 Mile Road flying field.



**Denny Sumner, Dave Stacer and Roger Wilfong** replaced a worn-out sunshade tarp at the Midwest field. They are members of both the EFO



and Midwest. As it turned out, the sunshade was very much needed!

Once the sun came out of the haze, the day warmed up A LOT along with some extremely high humidity.



Some of the guys enjoying the day under the sunshade of the transmitter impound.

Midwest has now added a charging station at the flying field. The solar panel can be seen on the top of the roof of the frequency board, which, yes, still gets occasional use.

It was really great to see **Jim** and **Tim Young** back flying with us once again.



As previously noted in the *Ampeer*, Jim has switched many of his planes from LiPo batteries to “A123s”, and his great planes are performing as well as ever!

Jim’s newest “Cub”, which Denny is looking over in the photo, is indeed powered by “A123s”

There was a lot of flying throughout the day.

By midday, temperature rose into the very high 80s and the humidity was extremely high. Folks soon began to call this meeting the “practice Mid-Am”. Cute guys, real cute.

The next EFO Flying meeting IS the real Mid-Am. The details are in this issue.

### The Keith Shaw Birthday Electric Fly-in Report



The annual event was held again this year at the beautiful Balsa Butcher’s flying field near Coldwater, MI. **Dave Grife** was the CD.



The event is held to honor **our** electric flight guru, **Keith Shaw**, who turned 75 on June 6.

The weather guessers had called for an extremely windy day, and for once they were right. It was extremely windy!

The temperatures started out in the mid-40s, but rose to a comfortable 70ish by mid-day, although the winds continued to be extremely high.

Even in the extremely high winds, there was a lot of flying going on.





**Pat Mattes** brought up a couple of members from his Fort Wayne, IN, club. **Don Belfort** drove up from Cincinnati and **Dick Fleming** was there from Adrian. Three of us came over from southeastern MI to celebrate and fly, and that is just what we did in on this extremely windy day.



**Joe Hass** had a notably good flight, in the extremely high winds, with his big PT-19, which handled very well in the wind.

Despite the extremely high winds, everyone had a wonderful day.

It was great to see all these “old” friends after going through that pandemic!



### The Polish Fighter Info

From Albert Slomba via email

Hi Ken,

I believe the Sterling kit plane shown is a P.Z.L. P.I, judging from the undercarriage (no wheel pants (spats)) first flown in 1928. The model P.8, first flown in 1932, was equipped with pants. These were powered by Hispano Suiza V-12 engines. All other, intervening and subsequent, models were equipped with radial engines. The P.24, was the last variant just before the war, but was already obsolete by the start of hostilities.

Interesting history. More info and some decent photos available at [en.m.wikipedia.org/wiki/P.Z.L.\\_P.1](https://en.m.wikipedia.org/wiki/P.Z.L._P.1)

On another topic, I wonder if you have some recommended sources of A123 cells. I paused my modeling activities for a couple of years due to medical issues and then, Covid. I wish to do some flying this season, and would like to replace a few of my old packs. I found some good prices at [lithiumwerksbatteries.com](https://lithiumwerksbatteries.com) but have not dealt with them before.

I continue to enjoy your newsletter. It's top notch! Thank you.

Cordially,  
Albert Slomba

\* \* \* \* \*

Hi Albert,

LithiumWorks is StoreTronics here in Livonia, MI. This is where we get our “A123” cells now.

I've gotten many cells from them, but none with the LithiumWorks label, but there are many in the EFO who have. They are the same good cells.

<https://a123batteries.com/>

Thanks so much for the information on the "Polish" fighter.

Ken

### What's Up With Mr. Bob Aberle?

From Bob Aberle via email

#### A note from Ken:

Bob, via his writings and personal emails, has been a great inspiration to me, and many, many others as well.

It was a great honor when he and Mr. Tom Hunt visited one of our early Mid-Ams, all the way from Long Island, NY.

He even convinced me that I could do things that I didn't believe I had the ability to do, like CD the Electric Nationals in Muncie, IN. Yes, folks at one time electric power was its own "category" at the Nationals.

Most of you reading this know very well who Mr. Robert Aberle is, but you can find his bio, to refresh your memory, when he was inducted to the AMA Hall of fame in 1998, here:

<https://www.modelaircraft.org/sites/default/files/files/AberleRobertFBob.pdf>

On a personal note, I am receiving similar emails from all kinds of *Ampeer* subscribers and find it hard to grapple with the situation WE all seem to be in now.

I can only say thank you so very, very much for all of your contributions to this great hobby Mr. Aberle!

\* \* \* \* \*

Ken,

I've been meaning to contact you to tell you to stop sending me your wonderful newsletter. I've been diagnosed with Parkinson's and have been hospitalized for life. Surprisingly I still function as normal. I gave most of my plans and equipment to my SEFLI club members. Tom Hunt took care of all of that.

Enclosed is my contact information. I'm now located on the western portion of New York's Suffolk county

Bob Aberle  
Atria Bay Shore, Room 133  
53 Ocean Avenue  
Bay Shore, NY 11706

Phone: 631-265-7036  
Email: [baberle@optonline.net](mailto:baberle@optonline.net)

### A Top Flite Stinson SR-9

From Randy Smithhisler via email



Hi Ken,

I love reading *Ampeer*! Thanks for the great information.



I have finally finished my Top Flite Stinson SR-9 and have been able to put in a few test flights. It flies very well.

I have enclosed a few photographs.

I hope to compete with it at the Northwest Scale Competition (July).





**Side note**, I have added the Stinson Decal to the Vertical Fin since the photos were taken.



Take care,  
Randy Smithhisler

### **Weekly Float Flying on Wednesday Morning at Addison Oaks**

From Joe Hass via email

We will soon be starting our weekly Float Flying on Wednesday mornings at Addison Oaks County park. Please review the attached flyer for specific details.

#### **In brief:**

Only 2.4 GHz Systems are allowed.  
All pilots must have valid AMA.  
There is a one time \$5.00 charge.  
There is a retrieval boat.  
E Mail bulletins are sent out to confirm each Wednesday session.

If you are interested please contact me to be added to our mailing list.

This is a low key, fun event all summer long.  
We hope to see you there.

Joe Hass  
joeass@gmail.com  
248-321-7934

### **Addison Oaks Float Flying 2021 Sponsored by the Romeo Skyhawks RC Club**

Every Wednesday, June thru September  
Addison Oaks Oakland County Park  
at Buhl Lake

1480 W Romeo Road, Leonard, MI 48367  
Main Park Entrance on W. Romeo Rd (32mile)  
West of Rochester Road

Past the Toll Booth then follow the signs to the Boat  
Rental

[www.oakgov.com/parks/parksandtrails/addison-oaks](http://www.oakgov.com/parks/parksandtrails/addison-oaks)

Flying from 9 am till noon, retrieval boat on site

Flying open to AMA Members -

Spectators welcome

Only 2.4 GHz radio systems are allowed

\$5.00 One Time Pilot Registration Fee

**All Cars Need Daily/Annual Oakland County  
Park Sticker**

Plenty of Free Parking

No R/C Boats During Flying Times

Weekly Email Notifications

For more information call Joe Hass at (248)

321-7934 joeass@gmail.com

### **Upcoming Skymasters RC Club Night Fly and Bonfire**

From Pete Foss via email

Saturday, June 26, 2021 Night Fly with Bonfire  
Event Flying starts at 6PM

Bring you own refreshments for the bonfire after  
flying

**NO FOOD OR DRINKS WILL BE AVAILABLE.  
MASKS REQUIRED UNLESS 6 FOOT  
SEPARATION.**

Flying open to AMA members.

94dBa at 10 feet enforced

Flying field is located within the Bald Mountain  
Recreation Area, about 5 miles north of the Palace  
of Auburn Hills on Scripps Road between Lapeer  
Rd (M24) and Joslyn Rd.

For more information email

president@skymasters.org

Event Flyer at

<http://www.skymasters.org/index.php?page=events&pdflyer=data/flyers/2021/2021nightfly.pdf>

**The Upcoming C.A.R.D.S. of Lansing 11th  
Annual Electric Fly In**  
from Marv Thompson

Marv Thomson/CD 517 802 7675  
mthomson@wowway.com  
Website: www.cardsrc.com  
8328 Otto Rd, Grand Ledge, Mi 48837

**Spectators Welcome**

The field will be open for guests to fly on Sunday as well.

**37th Annual Mid-America Electric Flies 2021**  
AMA Sanctioned Event (Proof of AMA/MAAC  
membership required to fly)

Saturday, July 10 & Sunday, July 11, 2021

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 email  
kmyersefo@mac.org – <http://www.theampeer.org>  
for updates & info

Keith Shaw (734) 973-6309

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

Registration: 9 A.M. **Saturday**

Event Flying from 10 A.M. to 4 P.M. Saturday

Open Flying 10 A.M. Until You Leave Sunday  
**(Open Flying Saturday after the Event & All Day  
Sunday)**

**No Pilot Landing Fee**

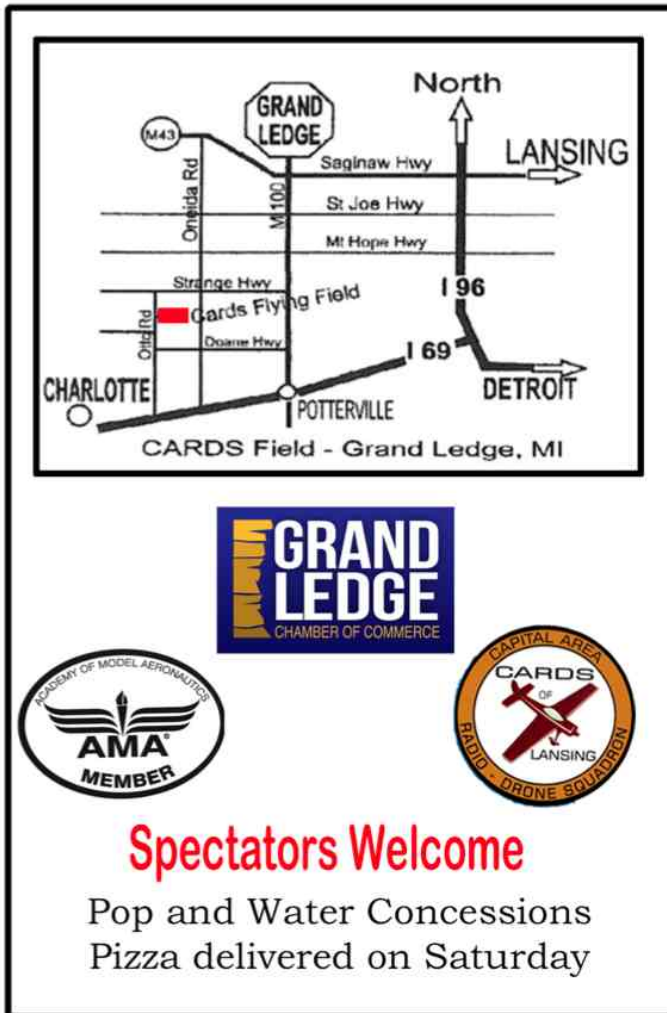
**No Parking Donation Will Be Requested from  
Spectators**

**Awards on Saturday Only!**

Best Scale  
Most Beautiful  
Best Mini-Electric  
Best Multi-motor  
Best Sport Plane  
Foam Flurry for NCM aircraft  
CDs' Choice

Planes Must Fly To Be Considered for Any Award  
Plaques for winner in each category

The Field is Open for Open Flying All Day Friday



Friday August 27 1:00 p.m. to 9:00 p.m. and  
Saturday August 28 from 9:00 a.m. to 9:00 p.m.

**Pilot and Aircraft Requirements:**

Current AMA — Open to All RC Electric planes,  
helicopters, and multicopters.

Social Distancing and Other Michigan Covid  
Requirements Current to the Event Will Be  
Followed.

Email or Text CD For any Updates

Pizza Lunch for Pilots on Saturday (Will be served  
if necessary)

Water and Pop will be available

Landing Fees: \$15



Night Flying Possible, Weather Permitting, Friday  
& Saturday Nights

**POSSIBLE** Field Lunch (hot dogs, chips, water or  
pop) Available on Saturday - depends on COVID  
protocols

**POSSIBLE** Burgers, Brats and Potluck on Saturday  
evening for Pilots & Their Guests - depends on  
COVID protocols

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

### The NCM (Not Conventional Materials) Event

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.



**VERY IMPORTANT REMINDER FOR 2021 -  
THE FLYING FIELD ENTRANCE TO THE  
MIDWEST FLYING FIELD CHANGED TWO  
YEARS AGO!**



The old entrance to the Midwest RC Society  
flying field is **permanently closed!!! DO NOT  
ATTEMPT TO USE IT!!!**

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

The address is 7621 Seven Mile Road,  
Northville, MI 48167. The entrance is through a  
private residence drive and out past the barn.

### Directions from Google Maps to the flying field

<https://www.google.com/maps/place/MIDWEST+R%2FC+SOCIETY/@42.422025,-83.6170775,805m/data=!3m1!1e3!4m13!1m7!3m6!1s0x8823559bdf962b57:0xd100df97d9dcebf112s7419+7+Mile+Rd,+Northville,+MI+48167!3b1!8m2!3d42.4187058!4d-83.6190072!3m4!1s0x882355a2c9e29cb5:0xaaaf592068692b984!8m2!3d42.422025!4d-83.6148888?hl=en>

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 northeast 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****Addison Oaks Float Flying 2021**

Sponsored by the Romeo Skyhawks RC Club  
Every Wednesday, June thru September  
Addison Oaks Oakland County Park

**June 26, Saturday** - 6 p.m., Skymasters RC Club  
Night Fly and Bonfire (details in this issue)

**July 10 & 11, Saturday**, Mid-America Electric  
Flies, (see this issue for details)

**Friday August 27** 1:00 p.m. to 9:00 p.m. and  
**Saturday August 28** from 9:00 a.m. to 9:00 p.m.  
C.A.R.D.S. of Lansing 11th Annual Electric Fly In  
(details in this issue)



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

**The Next Monthly Flying Meeting:**

**Date:** Saturday & Sunday, July 10 & 11, 9:00 a.m.

**Place:** Midwest RC Society 7 Mi. R. Flying Field