

the

Ampeer

July		The EFO Officers		2023	
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No Mailed Ampeer Subscriptions		Next EFO Flying Meeting is the Mid-Am Time: 10 a.m., Place: Midwest RC Society flying field			

What's In This Issue:
 Model Classics Magazine - QUASAR XL Review - Hello from Down Under - LiFePO₄ Field Battery - Comments on the May Ampeer - Some Indoor Planes - The Keith Shaw Birthday Fly-in - the Hot One! - The June EFO Flying Meeting Tick Alert, Again - Upcoming 39th Annual Mid-Am - Upcoming Events

**Model Classics Magazine
From Roland Friestad via email**

Ken,
Thought you might like to know what I'm doing. I have never had advertising and NEVER will have pop-up advertising. I'm thinking that listing sources like your AMPEER newsletters and others in a back page of Model Classics might be a service to my subscribers - Your comments ??
Roland

That would be a good idea. KM



Model Classics, is not only the BEST but also the fastest growing model airplane magazine.

Every issue contains COMPLETE digital issues of long out-of-print model aviation magazines and books plus FULL SIZE printable PDF files of selected plans - Magazines and books are all run through OCR (Optical Character Resolution) which means you can have your computer search an issue for a selected word or phrase and, if found, it will go directly to the selected page rather than having to search through hundreds of pages.

On the other hand paging through the complete digital magazines on a laptop computer or a larger monitor is close to the same as going through the actual magazine without worrying about damaging the fragile pages and without having to come up with an answer to the question "When are you going to get rid of those piles of smelly old magazines?"

Many hundreds of issues can be stored on USB Flash Drives that are the same size as a credit card.

The included **FULL SIZE PLANS** files can be printed by your local office supply store or "copy shop" which means no expensive postage or shipping costs. You can also print out the plans using letter size paper on your home printer and make a wish-book of "Some day I'll build that" projects to look at during those long winter days while the glue or dope is drying.

If your wife or girlfriend says, "I don't know what to get you for a gift", why not suggest a subscription to Model Classics. It makes a GREAT gift for a modeler.

Go to www.fullsizeplans.com to preview the current issue.

If you set up an account you will get a notice when every new monthly issue becomes available. Even better, subscribe for only \$24 for a entire year of 12 issues. Those in the know say it's the "Best Deal In Town"

You can pay using PayPal or by Check or Money Order in US Dollars. We don't suggest sending cash in the mail, but if you do, make it a 20 dollar and 5 dollar bill folded inside of an 8.5 x 11 inch letter sized sheet and use a #10 business sized envelope. I know, that's \$25 rather than \$24 but the envelope is not as thick as with multiple bills. NEVER SEND COINS.

If you pay using PayPal send \$24 to cardinal.eng@fullsizeplans.com.

If you pay by check, money order or cash send \$24 to me at the address below

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QUASAR XL

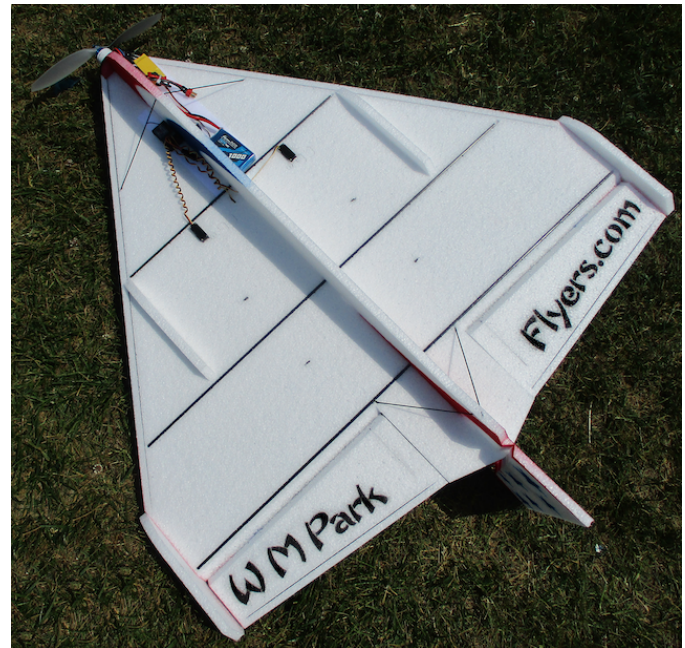
https://www.wmparkflyers.com/Quasar-3D-Delta-XL_p_212.html

From Joe Hass via email

Michigan is home to some great kit manufacturers including West Michigan Park Flyers, Retro RC and Aspect Laser.

I was looking for a simple, quick fun project when I found the EPP Quasar XL on the West Michigan Park Flyer website.

I liked the Thunderbird color scheme, so with a call to Barb Markley at WMPF my order was placed.



While Barb and her husband Greg can supply all of the items needed to complete the build a quick check of my inventory indicated I was good to go.

The Quasar is constructed of 12MM EPP with a 40.5 inch length, 32 inch span and 661 sq. inches of area.

I used a SUNNYSKY 1250Kv motor driving a 10x3.8 APC prop instead of the recommended 980Kv driving a 10x4.7 APC. A generic 40 ESC provides the motor control and BEC and is driven by a 3S 1000 45C Li-Po. Because of the large control surfaces metal gear servos are in order so HITEC HS81MG were used.

Build instructions are on line.

The build is quick because all of the hardware (carbon fiber, heat shrink, wire, control horns, EZ connectors and alignment jig) is included.

Foam Tac was used for assembly with a little medium regular CA for the pushrod supports and bracing.

I chose to paint the plywood parts black making sure any areas that were to be glued were free of paint.

The build starts out upside down. A couple of long large blocks will help when the airframe is flipped over.

I noticed a very nice feature on the control surfaces. A short strip of CA hinge material is glued to each end of the elevons and rudder. This takes the stress off the foam hinge line. Because of the design these could not be added to the bottom of the rudder so I added a couple of CA hinge strips after

assembly. There are CF braces for the fuselage. It takes a good eye to see the precut slots for the 6 braces but they are there.

Resist the need for more control throw than recommended. The control surfaces are large and very powerful.

Attach the EZ connectors about 5/16" from the center of the servo arm and use the outer hole in the control horns. Plan on some expo too. The recommended C/G is perfect.



This is a fun, durable, neutral airplane. Knife edge is effortless. It can handle moderate winds in flight. If there is any breeze at all landings can be done with no forward motion. Like all WMPF aircraft it is a great value. Give it a try.

Joe Hass
johass@gmail.com

Hello from Down Under
From Lou Amadio via email

Hi Ken,

Lou here from Australia. Thanks for another informative issue of *Ampeer*. I always learn something new.

You are doing a great service for the model flying community.

I have been involved in building aeroplanes for over 65 years now, having started as a young lad.

Just started a new build after a couple of years doing other things. Biggest problem is finding decent balsa!

Hope you can keep it going.

Kind regards,
Lou Amadio

Finding decent balsa is indeed a problem here too. KM

LiFePO₄ Field Battery From Paul Koleda



Ken,

I observed in your June 2023 *Ampeer* a picture of Keith Shaw with his new LiFePO₄ field battery.

I just got one too, a 50AH "Redodo Power Systems" unit that weighs about 18 pounds. That's less than half of what my old deep cycle 45AH battery weighed – so much easier to lug around.

Paul

Comments on the May Ampeer From Vic Madison via email

Ken,

Thanks for the always interesting newsletter. I found a couple of noteworthy articles in the May *Ampeer*.

First, I too am very pleased with the motors I got from Innov8tive Designs. The prop charts are very accurate and invaluable when building new models or replacing motors on old modes.

Secondly, I also use the ISDT chargers for recharging my packs at the field. I have a big 12-volt car jump starter that I carry in the car. I used it in the past with a cheap DC LIPO charger. But I very seldom pull it out any more (big and heavy).

I currently use an old 4S 6000mAh LiPo as the source of power for my ISDT charger. It allows me to charge several 4S packs during the day. Great combo!

Keep up the good work on the newsletter.

Some Indoor Planes From Fred Koval via email



Ken:

Since you send me the newsletter every month, I thought it was time that I send you some photos of what I've been flying.



These are all indoor electrics. We have access to two National Guard armories here in New Jersey and enjoy flying through the winter. They are a kit built Gymallo, a mini Gymallo, which I scaled down, a kit bashed Vapor and a kit bashed Champ.

Fred Koval

The Keith Shaw Birthday Fly-in - the Hot One!

The Keith Shaw Birthday Fly-in was held at the Balsa Butchers' flying field near Coldwater, MI.

Once again, **Dave Grife** was the CD for this long running event.

The Balsa Butchers had the flying field in great condition. The grass, while not long, was very lush,

which caused a few nose overs on landing, including my version of the Flite Test Cub. Unfortunately, the nose over was hard enough to break the prop. That was something that I'd not done in years!!! Of course, no spare!



Photo from the June 2023 Ampeer

Joe Hass was there with his profile Zero and I got to see it fly. It does move around, under control in the air. That's flying, right?



An early morning look down the flightline. More folks arrived and filled the flightline.

By mid-morning it was quite warm and by noon it was very hot and humid. Other than that it was a beautiful day for flying model aircraft and the winds were calm, but just enough to cool off the sweat just a little bit.



Registration



Dave Grife flying

Dave did an excellent job of overseeing the event.



Denny Sumner explains something to Roger Wilfong as Keith looks on.

There was quite a contingent up from the Fort Wayne, IN area. They were a really nice group of guys to hang around with and they had some very nice planes.



The Birthday Boy

It is always a great time at this meet, and I'd recommend that you add it to your schedule so that you can wish Keith a happy birthday in person.

The June EFO Flying Meeting



The June EFO Flying Meeting was held on Saturday, June 10.

It was an absolutely beautiful day for flying. The sun was shining brightly and there was only a hint of a breeze for most of the morning.

Unfortunately, the attendance was very light. Dave Stacer, Denny Sumner, Roger Wilfong and

myself completed the EFO contingent and two there were also two Midwest members there.



Roger with his wing

For me, it was a bit of an exciting day. I lost control of my Flight Test Cub and it crashed on base to final. It was not due to a radio failure, but faulty maintenance. While I'd fixed the physical damage, or so I thought, from the Cub's rough landing in Coldwater, I neglected to check through the radio system, and it appears that the hard landing in Coldwater loosened the elevator plug in the receiver and it decided to become disconnected on base to final. Darn complacency! Live and relearn!

On the way home from the field, I noticed the Super EZ's rudder flapping. I'd finished my flight and taxied back to the pits. Inspection showed that the rudder hinges, formed by the foam, had almost completely broken through and the rudder was just hanging there. Luckily, I escaped that one!

Common questions after a tick bite

Should I get my tick tested for germs?

Some companies offer to test ticks for specific germs. CDC strongly discourages using results from these tests when deciding whether to use antibiotics after a tick bite.

- Results may not be reliable. Laboratories that test ticks are not required to meet the same quality standards as laboratories used by clinics or hospitals for patient care.
- Positive results can be misleading. Even if a tick contains a germ, it does not mean that you have been infected by that germ.
- Negative results can also be misleading. You might have been bitten unknowingly by a different infected tick.

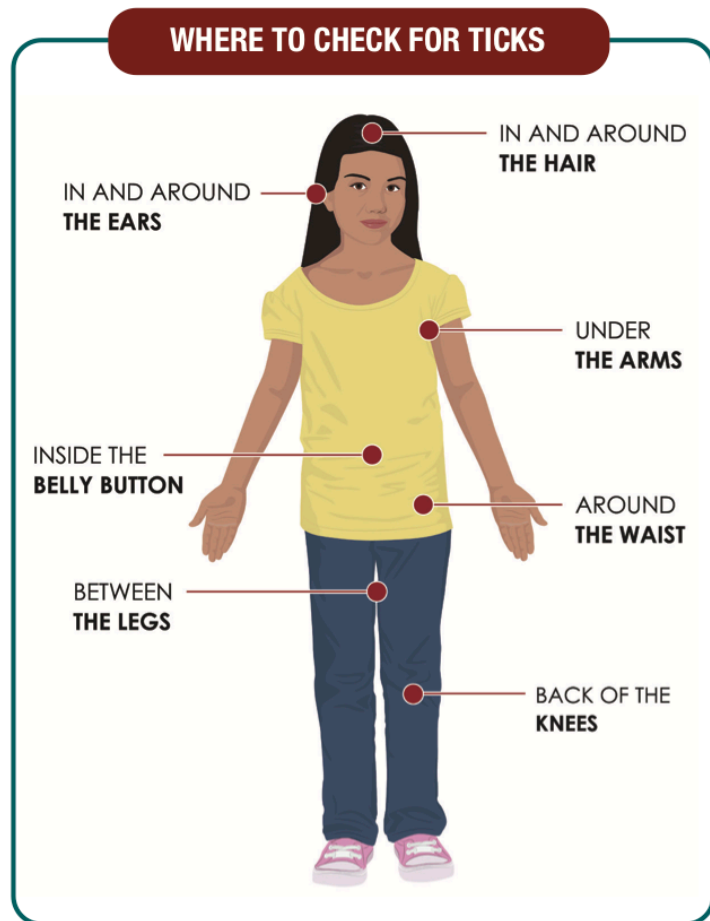
Can I get sick from a tick that is crawling on me but has not yet attached?

Ticks must bite you to spread their germs. Once they attach to you, they will feed on your blood and can spread germs. A tick that is crawling on you but not attached could not have spread germs. However, if you have found a tick crawling on you, it's a sign there may be others: do a careful tick check.

How long does a tick need to be attached before it can spread infection?

Depending on the type of tick and germ, a tick needs to be attached to you for different amounts of time (minutes to days) to infect you with that germ.

Your risk for Lyme disease is very low if a tick has been attached for fewer than 24 hours. Check for ticks daily and remove them as soon as possible.



Tick Alert

By Ken Myers

The blood sucking arachnid known as a tick is more than just bothersome, it can spread some serious diseases.

Unfortunately, their habitat includes the types of places we spend a lot of time, the long grass in and around our flying fields.

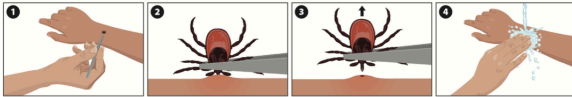
Here is some useful information, from the CDC, regarding these pesky threats to our health and wellbeing.

Tick Bite: What to Do

Ticks bites can make people sick. Below are some steps that you can take after a tick bite to reduce your chances of getting sick and how to get treatment promptly if you do get sick.

Remove the tick as soon as possible

1. Use fine-tipped tweezers to grasp the tick as close to the skin as you can.
2. Pull upward with steady, even pressure. Don't twist or jerk the tick.
3. After removing the tick, clean the bite area and your hands with rubbing alcohol or soap and water.
4. Dispose of the tick by flushing it down the toilet. If you would like to bring the tick to your healthcare provider for identification, put it in rubbing alcohol or place it in a sealed bag/container.



Consider calling your healthcare provider

In general, CDC does not recommend taking antibiotics after tick bites to prevent tickborne diseases. However, in certain circumstances, a single dose of doxycycline after a tick bite may lower your risk of Lyme disease. Consider talking to your healthcare provider if you live in an area where Lyme disease is common.

Watch for symptoms for 30 days

Call your healthcare provider if you get any of the following:

- Rash
- Headache
- Fever
- Muscle pain
- Fatigue
- Joint swelling and pain

Treatment for tickborne diseases should be based on symptoms, history of exposure to ticks, and in some cases, blood test results. Most tickborne diseases can be treated with a short course of antibiotics.



U.S. Department of
Health and Human Services
Centers for Disease
Control and Prevention

CB310465-A November 03, 2011

39th Annual Mid-America Electric Flies 2023 & FREE Open Air Swap Meet On Sat., July 8 ONLY

(See Swap Meet Note at the end of this announcement.)

AMA Sanctioned Event (Proof of AMA membership required to fly - Sorry MAAC membership is no longer accepted)

Saturday, July 8 & Sunday, July 9, 2023

Hosted by the:

Ann Arbor Falcons, Electric Flyers Only and The Midwest RC Society

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 –

Website for updates:

<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

There are NO SCHEDULED EVENTS on Sunday, just open electric flying)

No Pilot Landing Fee

Donations will be gladly accepted

No Parking Donation Will Be Requested from Spectators or Those Participating in the Open Air Swap Shop

Donations to Midwest will be gladly accepted from Spectators and Open Air Swappers

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 the winner in each category

The Field is Open for Open Flying All Day Friday Night Flying Possible, Weather Permitting, Friday & Saturday Nights

Field Lunch is provided to pilots and friends (hot dogs, chips, water or pop) Available on Saturday

Field Dinner is provided (Burgers, Brats on Saturday evening for Pilots & Their Guests)

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 2023 - THE FLYING FIELD ENTRANCE TO THE MIDWEST FLYING FIELD CHANGED FOUR YEARS AGO!



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

This is what the flying field entrance looks like. Please Drive SAFELY

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!1s0x8823559bdf962b57:0xd100df97d9dcebf1!2s7419+7+Mile+Rd,+Northville,+MI+48167!3b1!8m2!3d42.4187058!4d-83.6190072!3m4!1s0x882355a2c9e29cb5:0xaaf592068692b984!8m2!3d42.422025!4d-83.6148888?hl=en>

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.

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>

Open Air Swap Meet - Saturday, July 8 ONLY

There is a designated area for swappers. Please check-in at the event registration table before setting up. Someone from registration will point out where you may set up. Bring your own table(s) and chair(s).

There is no swap meet fee for Saturday. A donation to the Midwest RC Society for the use of their flying field would be greatly appreciated.

Upcoming Events

July 8 & 9, Saturday and Sunday, 39th Annual Mid-America Flies (details in this issue)
Free open air swap shop on Saturday ONLY.
Donations to the Midwest RC Society would be greatly appreciated!



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

May Monthly Meeting:

Date: July 8 & 9 the Mid-Am 2023 **Time:** 10 a.m.
Place: Midwest RC Society 7 Mi. Rd. Flying Field