

the

Ampeer

March

The EFO Officers

2017

President:

Ken Myers
1911 Bradshaw Ct.
Commerce Twp, MI 48390
Phone: 248.669.8124

Vice-President:

Richard Utkan
240 Cabinet
Milford, MI 48381
Phone: 248.685.1705

Secretary/Treasurer:

Rick Sawicki
5089 Ledgewood Ct. W.
Commerce Twp., MI 48382
Phone: 248.685.7056

Board of Director:

David Stacer
16575 Brookland Blvd.
Northville, MI 48167
Phone: 248.924.2324

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 Meeting:
Wed., March 8, 7:30 p.m., Ken Myers' house (address above)

What's In This Issue:

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Debbie McNeely



Debbie McNeely was one of the founding members of the Electric Flyers Only of southeastern Michigan. The EFO was AMA chartered in February of 1988.

She was our treasurer for many years.

She and her husband Jim were always spark plugs for the group, and she was always ready to volunteer and help in any way.

I learned of her passing at the end of December, 2016.

As usual, this year, I sent out my Christmas cards, which always included Jim and Debbie.

I received a card from Jim after Christmas. He let Chris and I know that

Debbie had passed near the end of November, 2016.

Debbie was an excellent builder with flying skills that improved over the years.

In the photo, she is standing behind a couple of the planes she built.

Debbie will always be remembered for the great person she was.

The Ampeer Celebrates its 30th Year

This is the 30th year of the *Ampeer* electric flight newsletter. The very first issue was named the *Wolf's Call*, as Ken's proposed name for the group was West Oakland 'Lectric Flyers.

The EFO founding members included; Dan Behrend, John Burt, Keith Clark, Jerry Guest, Jeff Hauser, Jack Lemon, Jr., Debbie McNeely, Ken Myers, Jim Northmore, John Revello, Richard Utkan, Jack Violes and Gus Wickland.

Ken Myers has continued as president and newsletter editor since the founding and Richard Utkan, the vice-president, has also held that position since the club's

founding.

the W.O.L.F.'s CALL

Volume I March, 1988 Issue 1

PUBLISHED FOR THE WEST OAKLAND 'LECTRIC FLYERS

EDITOR: Ken Myers 9043 Satellite Dr., Union Lake, MI. 48085
(1)-(313)-698-4668

Officers		
President: Ken Myers 9043 Satellite Union Lake 48085 698-4668	Vice-Pres.: Richard Utkan 240 Cabnet Milford 48042 685-1705	Sec. / Pres.: Debbie McNeely 4720 Duck Lake Rd. Milford 48042 685-1105
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Jeff Hauser 18036 Winchester Dr. Northville 48107 248-5253; 1-517-546-2462	Keith Clark 2140 E. Highland Rd. Howell 48843	

OFF AND RUNNING

The first meeting of a new electric club was held at Ken Myers's house on Feb. 10, 1988. Thirteen interested persons attended, Dan Behrend (Milford), John Burt (Hartland), Keith Clark (Howell), Jerry Guest (Union Lake), Jeff Hauser (Northville), Jack Lemon, Jr. (Pontiac), Debbie McNeely (Milford), Ken Myers (Union Lake), Jimmy Northmore (Farmington), John Revello (Farmington Hills), Richard Utkan (Milford), Jack Violes (Sterling Hts.), Gus Wiklund (South Lyon).

The meeting opened with freshly baked brownies and cookies, provided by Dianne Myers. (Thanks Dear!) Ken had an agenda ready, and word on the July contest.

Discussion followed, leading to club formation. The purpose of the club was defined. In essence, it is to promote electric flying to the general public and active R.C. population. Jimmy Northmore pointed out that the real value of this type of organization is in providing practical knowledge to the electric flyer and flying skills to the



beginners of R.C. electric flying.

A board of directors and officers were elected(?). The outcome is printed at the top of this newsletter. It was decided to go with no formal meeting rules at this time.

Ken said that the club charter had been applied for, it has since come back. We are AMA charter club #2354. Ken also read a letter that he had sent to Proud Lake, requesting the use of the old U.F.O. field. The "members" have been asked to bring any good field rules, that they have used in the past, to the next meeting for discussion and possible adoption. Safety is the key factor in electrics retaining a good flying site.

Expenses and dues were discussed only briefly. Ken asked that dues not be set until March. This might allow enough time to check the costs the club will incur.

[Continued on the next page.]

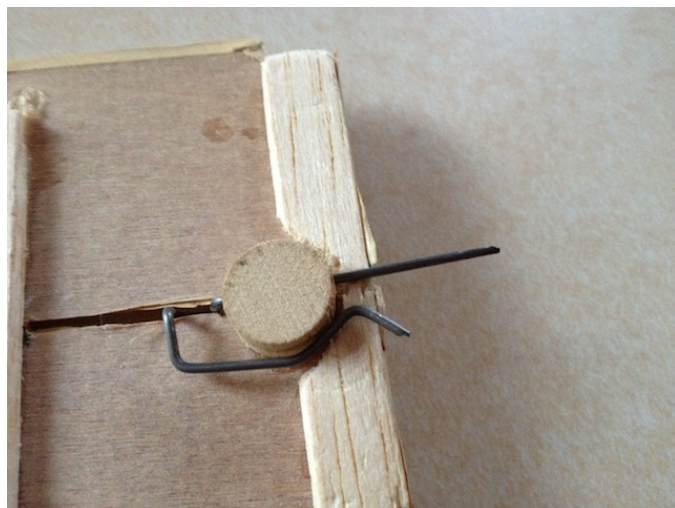
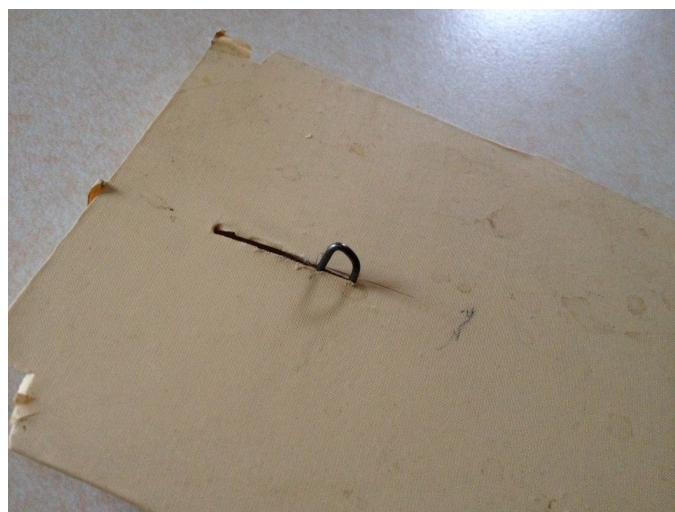
The complete 1st issue can be found at;
<http://theampeer.org/ampeer/ampmar88/ampmar88.htm>

Arthur's Hatch Latch
From Arthur Deane via email

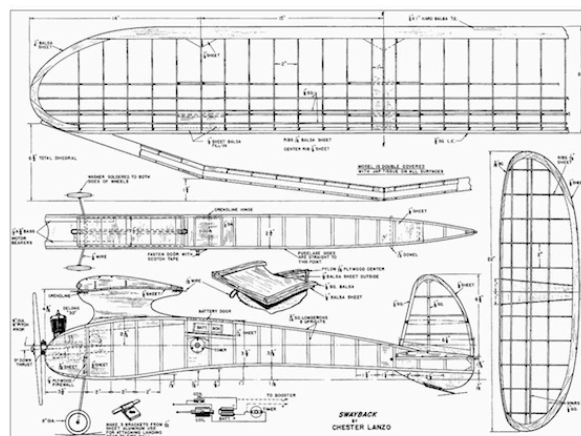
EFO member, and president of the Midwest RC Society, Arthur Deane, shared his hatch design with the EFO members at the April 2015 meeting. He sent along some photos that explain its construction. KM.

Attached are some photos of the hatch latch I use. The photos show a more compact and neater installation. The rear crossbar is not a travel stop. It is used to reinforce the 1/32 ply cover plate. The unlock stop is actually the end of the slot.

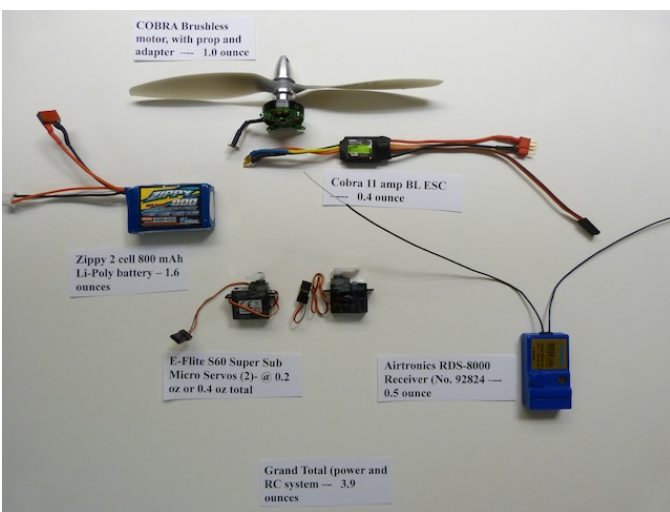
AJ



Chet Lanzo's SWAYBACK
From Bob Aberle via email



Attached, my latest for this week. A little known Chet Lanzo design called the SWAYBACK. It uses his friend, Joe Elgin's PLAYBOY SR wing and tail.



Specifications:

Wingspan: 50"

Length: 36"

Weight: 2 lbs. 8 oz.

Wing area: 382 sq. In.

Wing Loading: 15.5 oz /sq. ft.

Wing Cube Loading Factor: 9.25 (calculated by Ken Myers)

Power required: 480 class outrunner. (Scorpion 3008-32 used)

Radio: 4 Channel (rudder, throttle, ailerons and elevator)

Gear Used:

Motor: Scorpion 3008-32

ESC: Castle Thunderbird 36

Battery: Glacier 3S 2600mAh

Prop: APC 10x5E

Denny's Build Thread on RC Groups;
<https://www.rcgroups.com/forums/showthread.php?1330614-Tipsy-S2-build-thread-1930-s-sport-plane>

His article in *Electric Flight* magazine also tells where to get the plans.

<http://www.modelairplanenews.com/blog/2015/04/07/tipsy-s2-a-sport-scale-vintage-sport-airplane-you-can-build/>

Give it a try. I'm sure you will like it.

Denny's Tipsy S2 for Your Winter Build

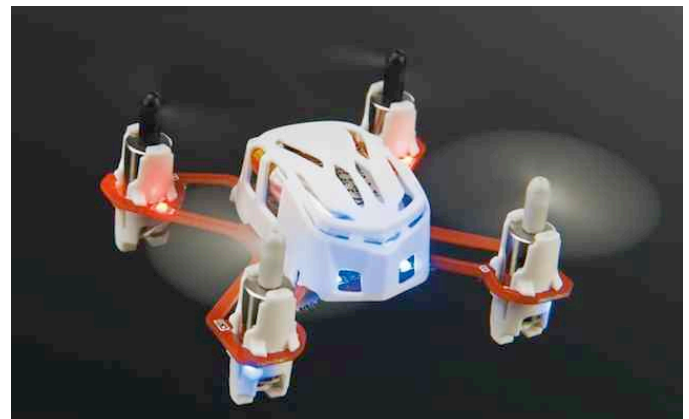
Recommended by Ken Myers



Some Winter Fun With a Mini Quad-Copter

From Dave Stacer via email

I received one of these little guys as a white elephant gift at a Midwest RC Society meeting. It is much more difficult to fly than I anticipated, but a lot of fun on these cold, dark evenings in the house.
 KM



I've not gone too far over to the dark side of quad copter's but we have been having so much fun with that little Estes Proto X.

Flying it around in our family room with the kids has been a blast. It reminds me of the fun we had in Rick basement with those little foam pusher biplanes.

I won one at the Cards Meet in Lansing but the controller is so small in your hands.

Estes sells (*sold KM*) another version Proto X SLT. It works with the normal Tactic transmitter and it has a replaceable battery. I purchased one from an eBay seller for \$40 –free shipping.
<http://www.ebay.com/itm/Estes-Proto-X-SLT-Nano-R-C-Quadcopter-Drone-RTF-Blue-2x-Free-Lectron-Lipo-/131339280583?hash=item1e946e60c7>

For that \$40 on eBay that seller includes two extra batteries. I didn't even take the controller out of the box. We have been just flying it with the Tactic TTX650.

This thing is really small, but with the two red and two blue LEDs it's easy to see in the room.

Addendum by Ken

Dave 'updated', by purchasing me a new one with SLT computability, my white elephant model. I have it programmed it on my Tactic TTX650.

Getting it bound to the 650 was cleared up by a video link that Dave sent to me.

https://youtu.be/h_vCqw2XcRw?t=3m9s

While still a bit of a challenge, it is pretty flyable now, but still quite a challenge to maneuver around the living room without 'crashing' into something. Love it Dave. Thanks so much.

The Dimwatt IV

By David Hipperson via email
from Australia



Dear Ken,

A while since I wrote but thought you might like my Dimwatt. Went together as quickly as all of

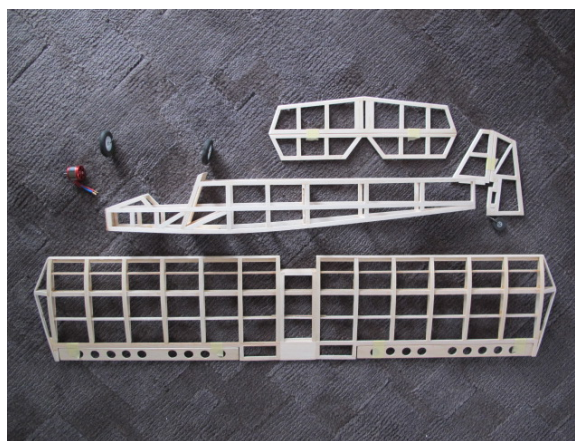
Tom's "Stik" models. Flies better than I'd hoped and even impresses those who only play with ARFs. Regards and Merry Christmas and New Year, David

The Dimwatt III originally comes from around fifteen years ago when Tom Hunt turned out a series of electric models he referred to as the "Stik" range. These were mostly powered by brushed Speed 400 motors and during that time I built several including the Ellipstik (a flying wing), Stikchell (a very semi-scale B-25) and a larger model, the Midiwatt.

For some reason the urge came on me again and I decided on Dimwatt III but this time round I took the plan to Officeworks where I had it scaled up from the original 864mm (34 in) to 1050mm (40.25in) span so still not big.

Tom's design using the electrics of the time was intended to be between 397g (14 oz) to 510g (18 oz) and I hoped my current version wouldn't be too much more.

If you are used to working with balsa and cyano then this is a real quickie and the whole build took little more than a week of evenings. Tools are minimal but a balsa stripper is pretty important and all of the parts for this Dimwatt came out of my scrap box. As the pictures may show everything is very straight line and simple but possibly more important is that there are no conventional wing ribs. These were part of the whole point from Tom and so I'll spend just a few moments to explain what is involved.



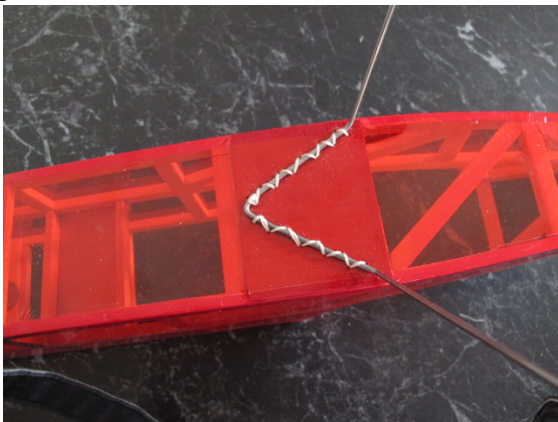
Using the plan one takes the cut strips and simply follows the layout. Then a series of spars from harder material are glued in place. The main spar is actually an "I" beam so size for size although

still balsa this is very strong. The ribs are then formed by using double layers of thinner strip wood which curve over those spars. This is incredibly easy and quick but I recommend stroking the wood between the fingers while gently pulling the strips through a curve. Try it yourself with a bit of balsa if you don't believe me. Once the first strips are glued down using cyano on the leading and trailing edges plus the spars it is already becomes robust. I then followed up with the second layer using aliphatic glue before leaving everything all pinned down overnight.

Despite the fact I changed the wing by adding ailerons this whole wing took around two to three hours from start to finish other than fitting the servos and the covering.



Similarly, the fuselage is ultra straight forward but once again I modified it a little. Being physically larger than the original I cut two formers from 2.5mm "liteply". Everything on the fuselage is straight and the tail plane, fin and rudder are also cut from the same size material. Other little additions are the ply plates for the motor mount, for the undercarriage mounting, battery mounting and wing bolt location.



By this time I had a feeling for the build and knew it was likely that I'd be able to keep the weight down.

The motor is almost my oldest brushless outrunner. This is a 23 turn HET motor from the Netherlands and is a real delight being able to turn an 8 or 9 inch prop off 3S. To this I added a 20amp Hyperion ESC and four Hitec HS 55 servos.

Covering was from red translucent Oracover with some scraps of gold and black around the nose and cockpit cover. Some real "old school" work went into sewing the undercarriage to the pre-drilled U/C ply plate while the cockpit canopy which doubles as the battery cover is held in place by elastic bands that run under the fuselage.

Having finished the whole thing and fitted with a 3S 1300 Lipo pack it weighed in at 512g or pretty close to the 20% smaller version at 18oz. I thought I'd steal the title of Dimwatt IV and I'm hoping that won't offend Tom Hunt when he finds out.

All of the cyano and the very small amount of epoxy are from DeLuxe.

As it happened the maiden flight took place on the morning of Melbourne Cup day which was calm although a little overcast. I'd like to say it was as expected but just using an old TopFlite 8 X 4 I was taken aback when Dimwatt fairly ripped off the strip and was climbing out nearly vertical even before I put in full power. There was definitely no shortage of urge and I think I could go down to 2S if I really wanted to. However, it's only a matter of using the throttle. With my usual repertoire of loops, rolls and stall turns I found they were great but at some point I think I may add in a little more down thrust as it does want to climb even on a sniff of power.

The glide is good and landings are light as a feather but to be fair at only 500g AUW that should not be surprising either. For a model that only came about on the spur of the moment and cost an absolute minimum this seems to be a real winner. I'm certainly glad that I took time to go back to this older design and I may have to go back to try another out of my plans archive.

Upcoming Keith Shaw Birthday Party Electric Fly-in 2017

From CD Dave Grife via Email

The Balsa Butchers are hosting the "Keith Shaw Birthday Party Electric Fly-In", for the 16th year, at their field near Coldwater, MI. The event takes place on Saturday, June 3, 2017. It is a one day event again this year.

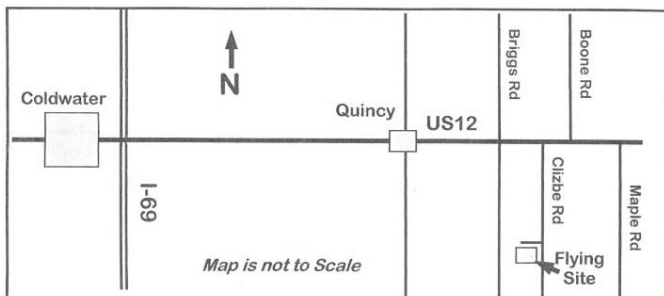
The event consists of Open Electric Flying with a "Special Guest of Honor Theme".

Enjoy a day with the "Pioneering Master of Electric R/C Flight". 8 am - 5 pm Saturday, \$15 landing fee.

For additional information contact;
Dave Watson 517-250-6190 or
flybuddy619@yahoo.com

Contest Director: Dave Grife - E-mail:
grifesd@yahoo.com or Phone: 517-279-8445
Please e-mail or call with any questions.

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



Directions: Quincy is approximately 4.5 miles east of I-69. Clizbe Road is approximately 1.6 miles east of Quincy. The Flying site is approximately 1.5 miles south of US-12 on the west side of Clizbe Road.

The February Meeting

Ken asked **Bob Blau** how he's liking his new ISDT 608 compact charger. Bob reported that it is working well, it is easy to use and recognizes the cell count automatically.

Bob brought his recently completed and flown Ken's CAD Models Lazy Cub. That makes three in the club now.

<http://kenscadmodels.com/lazy-cub.html>

Bob said that it was a pretty easy build and flies very well.

There is a build thread for this model on RC Groups.

Lazy Cub Build Guide with Plans and Video
<https://www.rcgroups.com/forums/showthread.php?2301541-Lazy-Cub-Build-Guide-with-Plans-and-Video>



Denny Sumner shared his beautiful AcroStar biplane. He scratch built it from plans from a 1973 Radio Control Modeler (RCM) magazine.

He had the wing ribs and formers laser cut. It is excellently covered with Ultracote, except for the black trim, which is MonoKote.

His build thread, on RC Groups is at:
<https://www.rcgroups.com/forums/showthread.php?2749251-Electrocution-of-a-1973-RCM-Acro-Star-Bipe>

Originally designed for a glow .60-size motor, his power system consists of a Cobra 4120/14

(710Kv) outrunner, Scorpion 70 Amp ESC and Castle Creations BEC. He plans to try both an APC 12x8E and 13x8E prop to see which works best.

With a 4S 5300mAh LiPo battery, it weighs 5 pounds 14 ounces.



Denny designed and fitted an excellent hatch on this beauty.



EFO vice-president, **Richard Utkan**, shared his new, foam Torpedo. He sent for the plans from *Model Aviation*. The construction article appeared in the January, 2017 issue, p.42. When he received the plans, he realized that he already had a foam wing that would work on this plane, so he used it instead of building the one shown on the plans and in the construction article. He says that he has a 250W power system in it, therefore it should be quite a movin' machine.

Richard also showed his new little quad called the E010, which he purchased from Banggood.com. Several folks had a hand at flying it around the



living room. **Ken Myers** also showed how his Estes Proto-X, no longer available, worked well with his Tactic TTX650 transmitter. The small transmitters that come with these tiny quads can be hard to hold and manipulate easily.



He also demonstrated the hatch and simple battery retainer of his Torpedo design.



Hank Wildman showed his Redundancy Bus - 10.

<http://alofthobbies.com/redundancy-bus---10.html>

He explained how he's using it to add redundancy to his Taranis radio system.

Dave Stacer asked Hank if he'd ordered the micro switches that Hank had asked about last month. Hank said that he hadn't, so Dave gave him a whole bag full of them. Thanks Dave.

Hank also shared a hatch that he had made for a Twister EDF. The original foam hatch was too thick to fit the fan he put in it, so he made a new, thinner hatch.



Hank noted that he was having problems with longevity in some of his ducted fan models.

Ken checked the IR with both the Giles ESR Meter and VollrathD Batt IR meter.

The internal resistance test results suggested that his batteries might not be up to the load that he is demanding from them.

One of his packs was a 3S 2P wired together with the power leads, but not the balance leads. Several members suggested that he might want to separate the packs and make a parallel connector, so that each pack could be balanced charged individually. He could also wire the balance connectors together and then charge it as a single pack.

He said that he doesn't balance charge very often and it was suggested that he might want to do that, as it might help his batteries last longer.

To finish up the evening, refreshments were served and a lot of airplane and power system knowledge was shared.

Hobbico Returns to the Ultimate Soccer Arenas From Joe Hass via email

On Monday, April 3, Hobbico will do its Pre Toledo Show visit at the Ultimate Soccer Arenas from 7 p.m. - 9

p.m. There is no admission and everyone is welcome. On April 4, during the indoor flying from 10 a.m. to 2 p.m., they will do demonstrations. There is no cost if you are not flying. Regular session costs apply to fly.

Upcoming PMAC & Skymasters Joint Swap Shop

On Saturday, March 4, the Pontiac Miniature Aircraft Club (PMAC) and the Skymasters are holding a combined Swap Shop.

(continued on page 10)

33rd Annual Mid-America Electric Flies 2016 AMA Sanctioned Event **Saturday, July 8 & Sunday, July 9**

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

kmyersefo@theampeer.org

http://www.theampeer.org for updates & info

Keith Shaw (734) 973-6309

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

Registration: 9 A.M. both days

Flying from 10 A.M. to 4 P.M. Sat. & 10 A.M. to 3 P.M. Sunday

Pilot Entry Fee: 18 and over, \$15 Sat. - \$10, Sunday, (ask about the family rate), Under 18, FREE

Parking Donation Requested from Spectators

Saturday's Awards

Best Scale

Most Beautiful

Best Ducted Fan

Best Sport Plane

New Foam Flurry for NCM Aircraft

CD's Choice

Sunday's Awards

Best Scale

Most Beautiful

Best Mini-Electric

Best Multi-motor

New Most Unique NCM Aircraft CD's Choice

Planes Must Fly To Be Considered for Any Award
Saturday's & Sunday's Awards:
Plaques for 1st in each category

Open Flying Possible on Friday Night Flying Possible, Weather Permitting, Friday & Saturday Nights

Refreshments available at the field both days.

Potluck picnic at the field on Saturday evening.

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

Come, Look, Listen, Learn - Fly Electric - Fly the
Future!

Merchandise drawing for ALL entrants

New Events for this year for NCM (Not Conventional Materials) aircraft.

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.

Most Unique NCM Aircraft Award: A new award will be given on Sunday to an aircraft in the NCM category that is judged as 'most unique' by the Mid-Am panel of judges.

* * * * *

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 1.6 Miles west of Currie Rd. Address: 7419 Seven Mile Road, Salem Twp, MI 48167 - numbers are on the fence.

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 northwest 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

Tuesdays, Indoor Flying at the Ultimate Soccer Arenas in Pontiac, 10 a.m. to 1 p.m.

Wednesdays, Indoor Flying at the Legacy Center, Brighton, MI, 12:30 p.m. - 2:30 p.m. starts in Jan.

Feb. 8, Wednesday, EFO Meeting, 7:30 p.m., Ken Myers' house, everyone with an interest is welcome

March 4, Saturday, PMAC & Skymasters Joint Swap Shop (details in this issue)

April 3 & 4, Hobbico Pre-Toledo visit to the Ultimate Soccer Arenas (see this issue for details)

April 7, 8 & 9 The 63rd Toledo RC Expo, SeaGate Centre, 401 Jefferson Ave, Toledo, OH 43604

Saturday, June 3, 16th Annual Keith Shaw Birthday Electric Fly-in, Balsa Butcher's flying field near Coldwater, MI

July 8 & 9, 33rd Annual Mid-America Electric Flies - (full details in this issue)

Upcoming PMAC & Skymasters Combined Swap Shop Info (Cont. from p. 8)

It is at a new location this year. It is at the St. George Church/Cultural Center, 43816 Woodward Ave., Bloomfield Hills, MI, 48302. It opens to the public at 9 a.m. General admission is \$5, with women, children and active military admission free. There will be coffee, donuts, lunch and refreshments available.

Tables (\$20 mail floor or \$25 wall) can be reserved at skymasters.org/register. The vendor setup is at 8:00 a.m.



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

<http://www.theampeer.org>

The Next Monthly Meeting:

Date: Wednesday, March 8, 2017 **Time:** 7:30 p.m.

Place: Ken Myers' house (address above)