

the

Free AMA

November The EFO Officers 2018

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No Mailed Ampeer Subscriptions	The Next EFO Flying Meeting: Sat., Nov. 3, 10 a.m., Midwest 7 Mi. Rd. Flying Field	

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**Indoor Flying Season, 2018-2019,
Southeast Michigan**

**Tuesdays, October 30 through April 16,
10 a.m. - 1 p.m.**

The Best Indoor Flying Venue in Metro-Detroit

**Ultimate Soccer Arenas
867 South Blvd.
Pontiac, MI 48341**

Single Flying Session - \$10
 Any 5 Session Punch Card - \$40
 25 Session Season Pass - \$120
 All pilots MUST have proof of AMA Membership

Note: If you are not an Academy of Model Aeronautics member, a special 3 month trial AMA membership is available.
<https://www.modelaircraft.org/membership/enroll>

Spectators Welcomed
 Trainer Planes on Site
 Come Check it Out!
 Resister Online at
<http://www.skymasters.org>
 or
 Call Fred at 248-770-3239

**Support your local hobby shop because
they support us!**

**Wednesdays, November 7 through April
24, 12:30 p.m. - 2:30 p.m.**

Legacy Center
 9299 Goble Drive
 Brighton, MI 48116

**Drop in Flying Session - \$10
Spectators Welcomed and free**

There may be exceptions or changes around the holidays.

**Keep up to date by checking our website.
Hamburg Flyers Radio Control Club**
<http://hamburgflyers.org/forum/>

**Midwest R/C Society
RC Swap Meet**

**Sunday, November 18th, 2018
8:30 AM to 11:30 AM
(NOTE - this is NOT the usual 1st
Sunday in November!)**

Location
 Northville Senior Community Center

303 West Main Street
 Northville, Michigan
 AKA
 Latitude 42 43 04 North
 Longitude 83 48 60 West

Our **Admission Charge** Hasn't Changed in
 Years!

\$5.00 per person
 (active duty military, kids under 12, and women
 are admitted FREE!)

vendor table cost

\$20 - \$25 per table - payable in advance,
 depending on table location

The vendor table costs include *ONE*
ADMISSION.

Advance Table Reservations are Recommended,
 since it costs more at the door!

Vendor Setup Time is 7:45 AM

For Information

Call Rudi Reinhard at 248-631-8205 or
 email: therudi@icloud.com

directions

Take the 8 Mile Road exit off of I-275

Go west 2.5 miles to Center Street

Go south on Center Street 0.5 miles to Main
 Street

Go west on Main Street

The Northville Senior Community Center is
 located at 303 Main Street in downtown Northville

There is free parking in the back of the building
 off of Cady Street.

**THE BEST & LARGEST (AND MAYBE
 THE ONLY) SWAP IN SE MICHIGAN!**

IMPORTANT NOTICE!

**DUE TO SCHEDULING
 CONFLICTS AT VENUE, THE
 ANNUAL NOVEMBER SWAP
 SHOP WILL BE ON SUNDAY,
 NOVEMBER 18, NOT the 1st**

Sunday in November!

**ALSO NOTE THE TIME CHANGE
 TO 8:30 AM TO 11:30 AM**

**Is There a Device to Help in Locating a Lost
 Plane?**

A Question From Phil Pearce via email

Hello again Ken,

I am still flying SAM competition and still
 flying my 1975 Cessna Skyhawk II. I will turn 83
 in December.

Three weeks ago, I lost my Lanzo Bomber. A
 cowboy found it, and accidentally found us walking
 while looking for it.

I have wondered why we don't have a small,
 lightweight, GPS transmitter that could be read
 with an I-phone.

The police have a unit that they plant on a car to
 track it.

I am familiar with the old technology of the
 "direction finder" equipment and some of our guys
 use it. Their unit with both components costs over
 \$400.00.

I don't want to do that!

Any help appreciated.

Regards,

Phil Pearce

I am hoping that some *Ampeer* readers might be
 able to chime in, but I did a little research. The
 following is **ALL Speculation** and based on some
 research that I did.

I found that there are units for locating lost pets.
 The unit that goes on the pet is not too heavy for
 most of our applications and has its own power
 supply, which is essential if the plane "crashed" and
 the plane's power supply becomes detached. I did
 find that some of them do use GPS and some use
 Bluetooth.

At first I thought that Bluetooth would not work
 for our purposes, because of its short range, but I
 rethought that.

In most of our RC applications, when we lose a
 plane it is in the "the woods", or "in the corn", or
 "in the long grass", or the like.

Both the GPS units and Bluetooth units require
 an application (app) on a smart phone to receive the
 signal.

These MIGHT be useful to us. Maybe an
Ampeer reader can help if they've tried them.

Whistle 3 Pet Tracker (GPS)

<https://www.whistle.com/how-whistle-3-works/>

Dimensions: 1.45" wide, 1.92" long, 0.61" wide

Weight: 0.92 oz.

\$79.94 at Amazon

https://www.amazon.com/Whistle-GPS-Tracker-Activity-Monitor/dp/B01N7MWKQY/ref=sr_1_1_sspa?ie=UTF8&qid=1537622320&sr=8-1-spons&keywords=whistle+3&psc=1

Video Review of Whistle 3 Pet Tracker

<https://youtu.be/0z5YFvKar3c>

Tile Mate and Slim Combo Pack - Key Finder. Phone Finder. Anything Finder (2 Tile Mate and 2 Tile Slim) - 4 Pack (Bluetooth)

https://www.thetileapp.com/en-us/store/tiles/mate?utm_campaign=952824424&utm_source=google&utm_medium=cpc&utm_content=226328403047&utm_term=%2Btile%20%2Bmate-b&adgroup=46773970069&gclid=EAiAIQobChMIyKWOntvO3QIVm7jACh3V-gsrEAAYAiAAEgI69fD_BwE

I could not find weight and dimension information, but they are small and light.

\$49.99 at Amazon for a 2 Tile Mates & 2 Slim Tile Mates

https://www.amazon.com/Tile-Mate-Slim-Combo-Pack/dp/B01MF9VQOP/ref=sr_1_5?ie=UTF8&qid=1537622436&sr=8-5&keywords=Tagg+pet+tracker

https://www.amazon.com/Tile-Mate-Slim-Combo-Pack/dp/B01MF9VQOP/ref=sr_1_5?ie=UTF8&qid=1537622436&sr=8-5&keywords=Tagg+pet+tracker

Video of Distance Test of the Tile Mate and Tracker

<https://youtu.be/bCJUeRVNtjs>

Video Comparing the Tile Mate to the Tracker

<https://youtu.be/Fuc1h4-yEYU>

Again, I have no firsthand knowledge of any of these devices. I have no idea if these will actually work in our planes or not, but they might be worth the investment to find out. (Hint: Does that mean a future *Ampeer* test review? IDK at this time. Ken) I am not recommending them. I am just sharing some of my research for possible follow up by myself or others.

About Contacting Ken Myers

I am available by phone at 248-669-8124. That is a home land line. If I am near the phone when it rings, I screen all of my calls. Start talking when it goes to the recording, and if I am nearby, I'll

answer. If I am not, please leave a message and I'll get back to you as soon as I can.

I have several email addresses that I use to send out the notice that the latest edition of the *Ampeer* has been posted. The reason for several addresses is so that when I send out the bulk emails, my email service provider does not notify me, or shut me down, for spamming.

I use kmyersefo@mac.com and kmyersefo@theampeer.org daily. The other addresses are only used once a month to do the monthly notifications.

If you reply to any address except the mac.com and ampeer.org addresses, I won't see it for at least a month. I am not ignoring your response or question, I just don't see it until the following month.

If you wish to receive the monthly *Ampeer* notification email, send your request to kmyersefo@mac.com or kmyersefo@theampeer.org. I will let you know that I received your request and have added you to the list.

My list is absolutely private and shared with no one.

Ken Myers

kmyersefo@mac.com

kmyersefo@theampeer.org



The September EFO Flying Meeting

The EFO Flying meeting was held on Saturday, September 1.

At 10 a.m. the sky was very overcast at the Midwest RC Society 7 Mile Road flying field in Salem Township, MI.



Owen Morgan Gets Ready to Fly His Biplane

The winds were about 10 mph and gusting from the south. It was not a good day for flying, with the wind from the pilot's back.

The turn out was quite good for the first day of the three day, Labor Day, holiday weekend.



Ron Krause flying while Dave Stacer looks on

Despite the constant wind and gusts, there was quite a bit of flying, and definitely a lot of flying stories.

There was an incident that reminded all of us about being careful when arming an electrically powered plane. A plane's ESC had become faulty, and when the battery was connected, it went to full power. The ESC had worked perfectly the last time the plane was flown and there was no indication that it had become defective. This incident is

presented as a reminder that we must always be extremely careful and vigilant when arming our models.

This was another good reminder that loading a battery through the prop arc, like on the Flite Test Simple Cub, is not a good idea! You never know the actual status of the electronic components.

About noon, the sun had broken through the clouds and it really started to heat up, quickly reaching the mid-80 degree Fahrenheit range.



Rick Sawicki Readies His Plane in the Bright Sunshine



Some of the planes Rick brought along to fly

There were several tips and exchanges of information during the bull sessions in the pit area.

A good time was had by all as they made the best of an "iffy" flying day.

Bill Brown had a chance to introduce a young man to flying RC models using his little Champ.



Bill's Ground School

First Bill gave him a ground schooling and then took him into the air.



Bill suggesting that flying directly overhead is not a good idea



Mike Russell, Dave Stacer and EFO vice-president, Richard Utkan enjoying the day

Galloping Ghost and a Sterling Mambo

From Gary Gullikson via email



I obtained a Tobe Galloping Ghost Actuator from Jay Mendoza in Mission Viejo here in southern CA. They work with a standard modern RC system using the receiver's aileron and elevator channels for flapping rudder and elevator. Throttle control is via the ESC. They are available from sources in the UK.



I downloaded plans for a 48" span, full size, Sterling Mambo from Outerzone to a flashdrive and had full size plans printed out at a Fedex office that has large printing capability.

I built the Mambo full-size, mistakenly thinking that the Tobe GG actuator had enough power to give sufficient flapping rudder and elevator authority.

The original, full size, 48" span Mambo flew on a .19-.23 glow engine.

To make a long story short, the small Tobe actuator was not nearly powerful enough for the full size electric powered Mambo, and I was only able to keep the model in the vicinity rather than fly the racetrack pattern required at our club field.

Otto Diffenbach has had good success flying smaller electric powered .020 sized model designs from the 50's using the Tobe actuator. You can see his exploits on You Tube.

I am going to install standard servos and fly my electric powered Mambo like an "old timer" 3 channel model.



I had Callie Graphics make up original Mambo "hands and drum" wing logos and tried, somewhat, to emulate the original color scheme to the extent of using Sig sanding sealer and Cub Yellow dope on the all sheet balsa fuselage and transparent red iron-on for the wings and stab.

The motor is an old Scorpion 2215-?? on a 2200mSh 3S LiPo, which is really overkill.

I think that the model is "cute".

Nostalgia makes us do funny things!

Gary also posted in the thread I have on RC Groups about my Minnie Mambo restoration/recreation. KM

Min-e Mambo, an e-conversion, restoration & tribute to a 1963 Sterling Minnie Mambo

<https://www.rcgroups.com/forums/showthread.php?2113451>

Gary's info is found in post #33.

<https://www.rcgroups.com/forums/showpost.php?p=40254650&postcount=33>

Poorly Written User Manuals and Other Thoughts on the Hitec Aurora 9

From Gary Gullikson via email

Gary sent this along based on what I had to say about the FlySky i6X radio, which was reviewed in the October 2018 *Ampeer*.

I don't have any experience with it (*the FlySky system KM*) but am not surprised at the "CON's" in the review.

I have had similar complaints about my original Hitec Aurora 9 system, but mostly about the poorly written user's manual. Hitec apparently doesn't believe in using English fluent people to proof read and use the manual in setup and operation of various types of models.

I had a lot of grief trying to follow the manual in set up of adjustable trim 3-position flaps with servo slowing and optional down-elevator mix.

I have used Hitec systems for years but am not a "fan boy". I have had good support from Hitec and some set-up help from individual "techs" via phone and e-mail.

I have read about similar flap set-up confusion with Spektrum and complaints about their manuals.

It seems that those who have no problems with manuals and on-screen menus either won't admit it or somehow have extensive enough experience to find their way.

I prefer Spektrum's "model match" feature from a field safety standpoint. It is possible with the Aurora 9 to land an electrically powered model, forget to disconnect the motor battery, and have it eat a model in the pits or a bystander when I try to takeoff with another model. It is possible to activate

any number of models with Hitec receivers that are bound to the same Aurora transmitter.

I understand that most, if not all, systems other than certain Spektrum systems have the same safety issue but don't think that most RC'ers are aware of this.

BTW, I recently fried an Optima 7 receiver by plugging in the Supplemental Power Connection (SPC) onto the wrong pins. I called Hitec and was told to send receiver in and it would be repaired if possible, or I'd be offered a replacement at a discount.

A week later I got my receiver back, it had the same outer case but new innards and antenna. The repair was completed a no charge.

I should have been wearing glasses, in good light, when I was plugging things into my receiver. The SPC "guarantees" sufficient power to the receiver alone, servos are powered by the speed control's BEC. This also provides a read-out of motor battery voltage in flight on the view screen without any extra telemetry devices.

Having a 4-cell flight battery pack with a switch makes the awkward Aurora system binding procedure much easier.

I recently downloaded the current firmware and using my handy dandy HP-22 PC interface device, to eliminate accidental switching from "normal mode" to "scan mode", and loss of binding, while doing range checks.

Some Aurora users may not be aware of firmware update to eliminate accidental switch to "scan mode" and loss of binding.

Another Thought Generated by the FlySky i6X Review

From Joe Hass via email

Did a quick read of the (*October 2018 KM*) AMPEER and a review of the radio. (*FlySky i6X KM*) From my point of view the "savings" are not worth it.

Somebody somewhere is writing code for it? YIKES! Manuals that don't make sense? YIKES! YIKES!!

While I have no inside knowledge, I see that the Tactic 660 is still available.

(<https://www.towerhobbies.com/cgi-bin/wti0001p?&I=LXGNVG&P=ML KM>)

I have heard repeatedly that the car guys really love the Tactic system. The servos are a huge hit (high performance and low price). I know that Horizon has hired technicians that are familiar with Tactic. Horizon helped me with a non standard configuration of a Tactic system for a sailboat application. All very good from my point of view.

Thanks for all your support.

Joe

Mark Freeland Inducted Into the AMA Model Aviation Hall of Fame

From Joe Hass via email

Attached is my write up and a couple of pictures that I have submitted to Model Aviation. OK to use in newsletters. The group shot is courtesy of John Hakala. Barb Ash took the solo shot.

Well deserved recognition for Mark.

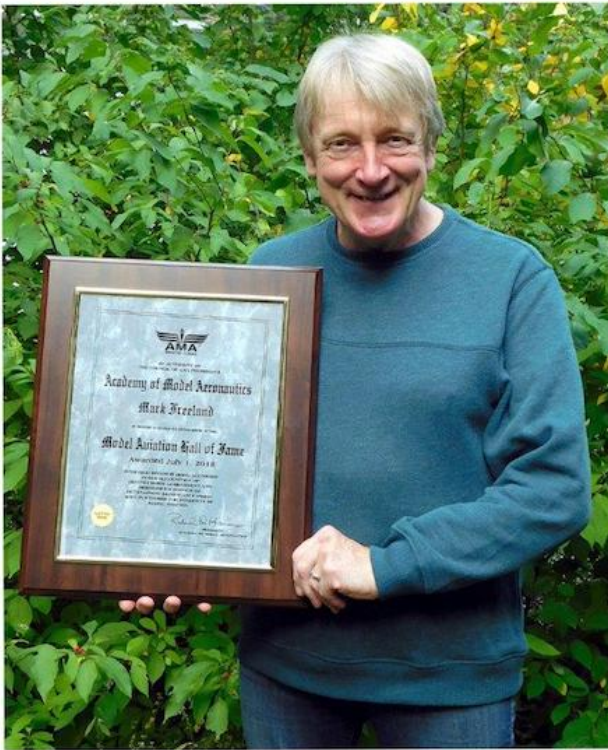
We are really fortunate to have such talent in this area.

Joe Hass
248-321-7934



From left to right AMA Model Aviation HOF Inductees Pete Waters, Keith Shaw, Ken Myers, Bob Bienenstein, Mark Freeland and Mark's wife Barb

With his wife Barbara and 4 previous southeastern Michigan Hall Of Fame (HOF) inductees present Mark Freeland, was totally surprised as his name was announced during the



Mark Freeland with his HOF Plaque

Michigan Aeromodeling Manufacturers celebration on September 10, 2018.

Mark, the owner of Retro RC (<http://retrorc.us.com/>), has a long history of creating fantastic products, supporting clubs, participating in Science Olympiad events and promoting S.T.E.M. educational programs.

Mark joins southeastern Michigan inductees Bob Bienenstein, Pete Waters, Keith Shaw and Ken Myers who were all present. Other Michigan HOF inductees who could not attend the festivities include Art Adamisin and Jim Newman.

Southeastern Michigan is fortunate to have a wide array of clubs, a plethora of hobby shops and numerous aeromodeling manufacturers.

Beside Mark of Retro RC, Andy Low of Electrodynamics (<http://www.electrodynam.com/rc/index.shtml>), John Hoover of Aspect Aviation (<http://www.flightlinehobby.com>), Mike Dobbies of AJ Aircraft (<http://www.aj-aircraft.com/>), Scott Taylor of Megajets (<https://www.ebay.com/str/Megajets/>), Mike Spring of Model Plane Foam (<http://www.modelplanefoam.com/>) & West Michigan Park Flyers ([\[www.wmparkflyers.com/\]\(http://www.wmparkflyers.com/\)\) displayed their products and answered questions for modelers from 16 local clubs. Other Michigan manufacturers include Innov8tive Designs \(<http://innov8tivedesigns.com/>\), Volare Products and Seaplane Supply \(\[https://volareproducts.com/index.php?main_page=index&cPath=2_18\]\(https://volareproducts.com/index.php?main_page=index&cPath=2_18\)\).](http://</p>
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The evening included District 7 VP Tim Jesky who spoke to the crowd and graciously supplied the celebratory cake as well as pilot's prizes donated by the participating companies.

Joe Hass
M.I.A.A.

* * * * *



Paul Combs Puddle Master

From the January 2002 *Ampeer*
<http://theampeer.org/ampeer/ampjan02/ampjan02.htm>

Puddle Master Question

From Walt Thyng via email

Hi Ken, long time, no talk.

I need to limit myself to models of 60 inches or less for weight reasons, so I'm resurrecting a Puddle Master I bought all built, but never got around to fly. It should make a pretty good snow bird. Anyway when I powered it up it wanted to drive the nose down when I held it at the CG. Do you know what the thrust angle/incidence was on the PM?

Thanks in advance for any help you can provide.

Walt Thyng

PS I still read every issue of the *Ampeer* the minute you post, but I'm wondering why you don't provide a live link?

I told him that I wasn't sure, so I decided to ask the Ampeer readers. Maybe we can give Walt a hand his project. KM



EFO vice-president, Richard Utkan, shows off his Puddle Master at the April 2001 EFO meeting as noted in the May 2001 Ampeer:
<http://theampeer.org/ampeer/ampmay01/ampmay01.htm>

Walt, I don't post a direct link to the Ampeer because there might be something new and interesting on the HomePage. Also because a person can then chose whether they prefer to look at the html version or the pdf version.
 Ken

Rare Planes in My Queue

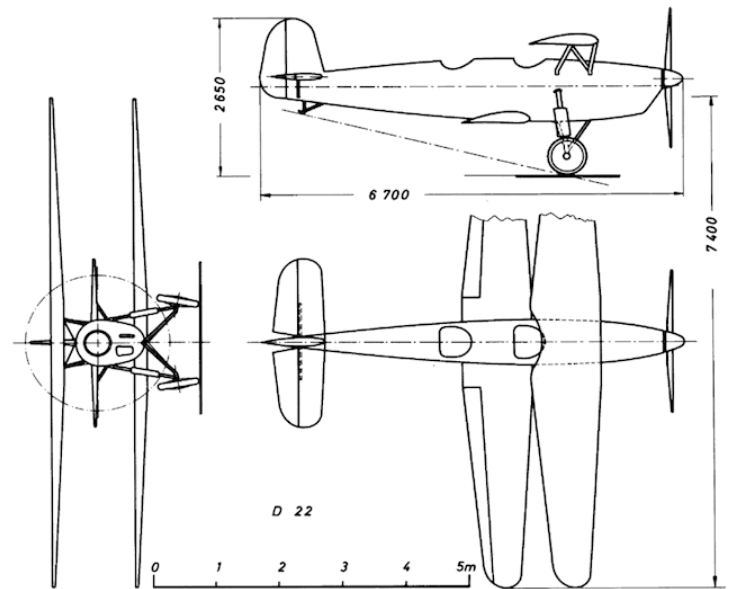
From Keith Shaw via email

Hi Ken,

Thought I'd send you a Christmas present of photos of the rare planes in my queue to build.

First was the Darmstadt D-22, the 100% stagger bipe with no interplane struts. I think this will get built in the next couple of years.

http://www.histaviation.com/Darmstadt_D-22.html



Darmstadt D-22

Second, the wonderfully hideous Belphegor (polish for ogre), jet powered ag-bipe with fixed trike gear.

Imagine it sitting on the flight line at a macho Jets-Only meet! Reason enough to build it.

At 1/6th scale it would be over a 12' span!!!!!!
 A 1/12th scale would be *slightly* more practical, if the word practical has anything to do with the Belphegor...



Take care,
 Keith

Upcoming E-vents

Tuesdays, 10 a.m. to 1 p.m., indoor flying,
Ultimate Soccer Arenas, Pontiac, MI

Wednesdays, 12:30 p.m. to 2:30 p.m., indoor
flying, Legacy Center, Brighton, MI

November 3, 2018, Saturday, EFO flying
meeting, 10:00 a.m. Everyone with an interest is
welcome. AMA membership required to fly -
watch for possible date changes on the EFO Web
site.

November 18, 2018, Sunday, Midwest RC
Society Annual Swap Shop, 8:30 a.m. to 11:30
a.m., Northville, MI (Details in this issue)



We did have a hot summer this year, but nothing
like 1988. The cartoon is from the November 1988
Ampeer.

<http://theampeer.org/ampeer/ampnov88/ampnov88.htm>



The Ampeer/Ken Myers

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

The Next Monthly Meeting:

Date: Saturday, November 3, 10 a.m.

Place: Midwest RC Society 7 Mi. Rd Flying Field