

the

Ampeer

October		The EFO Officers		2011	
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Mailed Ampeer Subscriptions are no Longer Available		The Next Meeting: Saturday, October 8, 10:30 a.m. Place: Midwest RC Society 7 Mile Rd. Flying Field			

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Mid-Am Thanks to ALL of our GREAT VOLUNTEERS!

I am sharing the following so that all of the folks who made the 2011 Mid-Am a huge success know that all of their hard work was very much appreciated. Guys and Gals, this is for you. Keith and I can never truly express our gratitude to you. Without your volunteering, this meet could never be. We appreciate your efforts more than you can ever know!



This is the last set of pictures taken at Saturday's Mid-America Electric Flies. (Thanks Willie. I used several in the September Ampeer. KM) You Guys

put on a grand meet. The food at the potluck was excellent and I appreciate what you did for me. I shall never forget it. I have learned a lot from you and Keith Shaw. I hope to see you and Keith at Mid America as long as I am able to come.

Again Thanks and hope to see you at our event.

Willie McMath



How the time flies. We sure enjoyed your meet last weekend (July 9 & 10). I'll be back next year.

Ken Sulkowski



It was great meeting you on Saturday at the field. What a glorious day, with perfect weather!

I want to congratulate you and your gang for the terrific effort on running the Mid-America, and you in particular for also doing the great newsletter. I regret that I was unable to return.

Regards,
Phil Alvarez



Thanks Keith and Ken for another GREAT Mid AM (and to all the workers from EFO, Ann Arbor Falcons, and Midwest R/C!) Had a great time flying and photographing an event I look forward to every year.

I've loaded my photos to <http://www.gmcdesign.com/gallery/midam>. Pictures are from 2011 back to 2004.

Greg Cardillo

The Ghirardelli brownies (at the potluck) ...ooooohhhh my, they were wonderful.

It was great to see you all at the Mid-am.

ciao

Ray Foley – Toledo, OH



Great job on the event guys, fun as usual...why is it always so stinkin' hot? lol

Thanks for all the hard work you've put in. It shows and it's appreciated.

Mark Rittinger



Where did the E-flight SE5 kit Carolyn won come from? I always like to email the sponsors to say thanks.

Pete Foss

All 4 of the very cool E-flite biplanes were donated directly from Horizon Hobby. We do owe them a big thanks. I'm sure I said it, but might not have, and from me, thanks a ton Horizon Hobby!
Ken



Just wanted to thank Ken and Keith for hosting another great Mid-Am!!

A little hot but recovering.

I'll post some pictures tomorrow.

Pictures at:

<http://www.rcgroups.com/forums/showpost.php?p=18733484&postcount=27>

Denny Sumner



Great seeing everyone at the Mid-Am.
Sorry it had to be a one-day trip.

Take care,
Don Belfort

Thanks once again for a great Mid-Am cake, Don. It is always a highlight for us! KM

Congrats for the magnificent event it was yours Mid-Am! Even not having attended it personally (is a bit far away for me) it's a pleasure to read about it and enjoy the pictures. Next Saturday we will have

a scale event at our local club and I hope to be there. Will send you some info later. Don't expect me to be even close to your wonderful coverage, but at least I can return you some good moments.

Thanks for making us happy and willing to share this fantastic science-hobby!

Best regards,
Paulo Scheidegger

Great coverage of the Mid America. Excellent photographs of very interesting and novel models. Thanks!

Alan H. Siegel, WRAM

It was great seeing you and many familiar faces. I'm sure you have a lot of pictures from the Mid-Am, but I thought I would send along the ones I took. I hope there is something of interest.

See you soon,
Mike Holroyde

Thanks so much for the photos Mike. I've used some of them here to illustrate this article. Thanks especially for the photo of Richard Utkan. He's been vice-president of the EFO since its beginning in February of 1988. Great flying buddy for all these years! KM



Richard Utkan, EFO vice-president

Sending in Chargers to FMAdirect for Service Phone conversation with Joe Hass

Joe had a problem with his CellPro 10S. It was giving an error message that he could not figure out. He packed up the unit and the adapter board(s) and sent it ALL in for service.

When he received it back, he was told that there was nothing wrong with the unit. He hooked it up,

and it still would not charge. He changed the adapter board to a spare that he had. It worked.

He found out that they do not automatically check the adapter board when the unit is sent in for service.

He ordered a new adapter board and also found out that they now have a new design that makes it much harder for the adapter board to short via protruding pins through the shrink-wrap around the circuit board. Reference to this adapter board problem can be found in the article "**A Problem with FMAdirect Adapter Boards Discovered**" in the October 2010 *Ampeer*.

It is our recommendation that you include a note to FMAdirect, when service is required, to check out EVERYTHING you have returned to them. Not doing so left Joe without a charger for quite a long time.

Hobby King Lipos Gone for Good to the USA?

<http://www.rcgroups.com/forums/showthread.php?t=1507541>

Many of the EFO members use Li-Poly batteries from Hobby King in Hong Kong. I found this information on RC Groups. The thread is noted. I've copied the first two posts here. You can research more by accessing the thread. KM

Posted by Ldm: Hey guys, has anyone tried to order a lipo larger then 1100 from HK and have it shipped to the USA ?

I just tried to order 4, then I simple tried 1 and you can no longer order a simple normal size lipo due to new restrictions in international mail.

The HK website suggest buying them from the USA distribution center but everytime I try to use the USA Hobby King distribution center it will kick you back into international when you do a product search.

In addition the USA DC of Hobby King seems to have very little goods on hand!! Has anyone had the same problem?

Looks like Hobby Parts will be my new source unless HK can get some stock in the USA DC

2nd posted by Ldm: This is the auto message !
Attention

Due to recent changes in Air Transport safety, we cannot ship orders from Hong Kong containing a box length of more than 1 meter with Lithium batteries of more than 1,000mAh

Please kindly order your batteries and large planes separately.

Orders from our regional warehouses (DE, US, AU, UK) are not affected by this restriction

Check Out the Radical RC Blog and Podcast

From Dave Thacker davthacker@aol.com

Ken,

I put up a link on my podcast and blog site to your site and newsletter. I'm not completely certain I have the link to the EFO site described correctly. Is it possible the site is called "The Future is Electric"?

Check it out here if you get a moment. I want to be accurate.

www.radicalrc.com/blog

Thanks!

Dave

The EFO site does display The Future Is Electric at the top of most pages. You got it right. KM

"Stick - E" Update

From Nicholas Bissonni via email



Hi Ken,

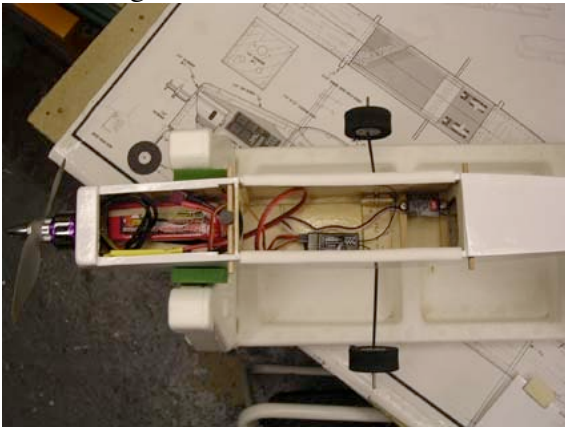
I wanted to report back to you regarding my finished and successfully "maiden" Stick-E.

All-up weight came in at 34 ounces with:

- Hobby-People 3S1P 2.2AH LiPo (these batteries are performing just as specified - very good dollar value)
- Heads Up RC 3530-14, 1400Kv (RPM/v) brushless motor
- ElectriFly Silver Series 45 AMP ESC
- APC 8x4E prop
- Airtronics RX500 receiver

- ElectriFly ES80 servos (2 - aileron and elevator only)

Happily the CG balanced with the battery "up-front" so battery change outs can be made via the hatch w/o wing removal.



It ROGs off short grass with an aggressive climb out > 45 degrees.

After the first two initial flights I flew an extended flight to determine the duration. I brought it down after 20 minutes with mixed flying/throttle management and still had some electrons left.

I figure 16 -18 minutes is easily attainable without pushing the LiPos too much for future flights. This worked out to be a great power system for this plane.

Also, I'm very pleased with the Hitec X-2 Ultima balancing charger I just purchased. It can balance charge 2 packs simultaneously at 200 Watts output each.

Stay well,
Nick

Fred Reese Swallow Under Construction

From Dan Bono via email



I put the Swallow on the scale today. It weighed 2 lb. 14 oz. I just need to cover now.

I should be under my 3 1/2 lb. AUW. The CG worked out good also.

Thanks,
Dan



Four Interesting Flying Machines

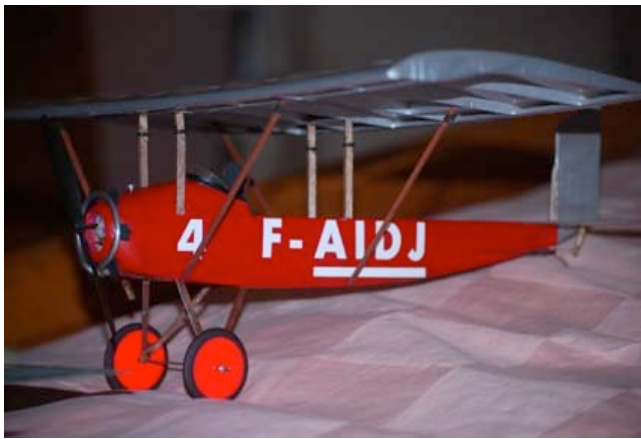
From Robert Ness via email

Ken,

I saw you at the electric fly at Potterville (*near Lansing, MI KM*) this last weekend, and wanted to ask you a question, but when I went to find you, you had already left. The question I have for you (if you could help me) is too hard to explain by email. Could I possibly call you at your convenience, regarding a question about a plane I just built? I can almost always find an answer on the Internet, but I can't find an answer to this one. I know you would probably be able to help me if you had a few minutes.

I thought I would attach pictures of 4 planes I am just finishing up. The miss Budweiser does about 60 on the water and also flies!





Anyone who'd like to 'talk', rather than email may call me at 248-669-8124. Thanks for the photos Robert. Ken Myers

Identifying the Usefulness of an Unknown Brushless Outrunner From Art Lane via email



Hi Ken,

Hope you can help me. This is the first outrunner I bought a few years ago and have used it on a small high-wing craft called the SkyKnight.

Going through my motor drawer, I found it and I am wondering if you can tell me anything about it. I lost all info I had.

Any idea?? It's 1-1/16" diameter and 2-1/2" long, shaft to shaft.

Ken: It is some kind of generic Chinese type. 1-1/16" diameter is about 27mm, but my guess is that this is a 28mm motor. The motor length would have been a little helpful.

To know how to use it, first measure the Kv (RPM/v) using the drill press method found at <http://homepage.mac.com/kmyersefo/M1-outrunners/M1-outrunners.htm#KV>

There is a spreadsheet, that I created, that can help you with the math. The link is in the article.

Second, weigh the motor in grams without the prop adaptor and mount.

For its power rating, use a maximum of 3 times the weight in grams for planes that fly on the wing, but 2 times the weight in grams is better/safer. i.e. $100g * 3 = 300$ watts in maximum but limiting it to $100g * 2 = 200$ watts in would be better/safer for this 100g example. For 3D, limited motor run type planes, or if you don't care about the motor lasting very long, you can use a multiplier of 4.5. The motor is only used for short burst maximum power in these types of planes.

Art: As usual, I'm confused. The motor, sans prop adaptor and MM weighs 48g.

Now, how do I go about finding the KV using a drill press??? Do I connect an esc/battery to this or is it just the spinning of the motor, in the drill press, that gives the dc voltage????

Ha, like I said, I'm confused. I don't know the RPM of my drill press. Can a tach be used to find this? Mark the chuck with a white line and turn it on and measure????

Boy, there's more to this than I ever realized....

Ken: First you find the RPM of your drill press using a tach. The lid opens on mine to change the belt to different size wheels front and back to change the speed. If I recall correctly, and this only has to be done once, I took it outside, for natural light and marked the wheel driving the chuck with

airframe they want to electrify! How does this happen? Well, that's simple. We need help from the RC community. We need you to enter your current electric power setups so that ElectroFlightRC can become the incredible resource described above.

ElectroFlightRC is free to use and it's easy to create a new account which will allow you to enter data into the community database. ElectroFlightRC is not an online Hobby retailer. We are not trying to sell you RC stuff. We are however, genuinely trying to create a valuable tool to help the RC community and that can only happen with your help.

BETA

The site was only recently launched and is still in beta, which means that we want your feedback if anything should go wrong while using the site, or if you have any questions or suggestions on how to improve the site. Please be patient with us. We will make every effort to fix any problems and to improve the site wherever necessary.

Spread the word!

This email was sent to you as the primary contact of your RC club. If you find ElectroFlightRC useful, please help us by forwarding this information to the members of your RC club.

Thank you for giving us your time by reading this email

The ElectroFlightRC Team
Support@ElectroFlightRC.com

ARF Bashed Champ

From Ben Rufli via email

Ken:

I thought you might be interested in a couple of pictures of modifications of the E-flite 15e Champ. I did the modifications to be like the full scale I owned in the '70's. (picture enclosed) It is covered using the Stits lite process. Weight gain with all the added features is only about 7oz.

Been modeling since 1955, and in electrics for about 10 years.

Hope you enjoy.
Ben Rufli



Full-scale 1946 Champ, owned in the 1970's



Model 2011



That's 'Ben' in the Cockpit of the Model

It was a great pleasure to meet both you and your Champ at the C.A.R.D.S. meet near Lansing, MI this past summer. KM

Rick Sawacki's Latest Project: a P-38

From EFO Member Rick Sawicki via email

The plane came from Banana Hobby.
<http://www.bananahobby.com/1944.html>

Best of all, **NONE** of the wiring was labeled! I had to put a servo tester on each one of the **9 servos** on the plane to figure it out.



P-38...a wiring nightmare



Ready for its first flight...August 30

News from RCBKits

From Rob Bulk sales@rbckits.com

Hello Ken

We have some new models in balsa available.

The Monoprep

It is a sport scale model inspired by Doc Mathews. The 1929 Monoprep, from Mono Aircraft, has a wingspan of 1818mm/71.5". It requires a 35-type electric motor and 3 Li-Poly cells.



It is light. It is built up from CNC cut balsa and plywood parts and stringers and flies really slow and nice.

It is possible to build the Monoprep without ailerons and use only rudder,

Soon to be available is the Mig 25 for midi fan. We have no details yet, but it flies fast!

USA customers do not pay the 19% vat in my shop, so prices are lower than they are displayed on the Web site.

Greetings,

Rob

R.Bulk computerfreeswerk

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Upcoming E-vents


October 8 EFO flying meeting, 10:30 a.m., Midwest RC Society 7 Mile Rd. Flying field. All electric fliers welcome with current AMA membership card to fly. Everyone welcome to come.

Be sure to check out the HTML version of the *Ampeer* with even clearer photos and active links.
<http://homepage.mac.com/kmyersefo/ampoct11/ampoct11.htm>

Upcoming Feature

A review and motor test results for the new O.S. Motor OMA-3825-750.




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

<http://homepage.mac.com/kmyersefo>

The Next Monthly Meeting:

Date: October 8, 2011 **Time:** 10:30 a.m.

Place: Midwest RC Society 7 Mile Rd. Field