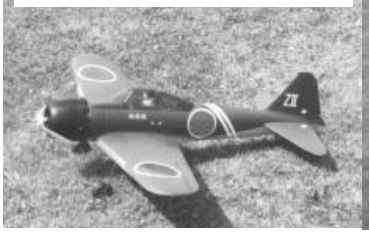
Pick a Spit, any size, by the Dorseys of Hamilton, Ont.

Shot taken down one of the rows of cars to show sizes of e-aircraft today.

Dr. Mountjoy's Zero



Jim Young's Skybolt

Ampeer errors, Sig Wonder, Plans

from: Bill Bowne
307 Colorado Trail
Browns Mills, NJ 08015

Dear Ken;

I've been meaning to write you for some time, but I have to admit it finally took a grumble to get me to finally sit down and start typing. So, here's a (minor) grumble, a blatant commercial, and some good ol' yakking.

First, the grumbles:

Having been a newsletter editor, I know things can easily get messed up. I've been reading your newsletter for about 3 years, and I've rarely had reason to grumble. When I got your August '95 issue, however, I had to say something.

(1) My stapled issue lacked pages 1 to 4. (Let's hear it for the post office - km)

(2) Mike Patzig's article about a "Good, Cheap Motor" ended just as he was about to tell us where to get one of them. Please, give us the rest of the article! (Yep, the last line was missing - it said to contact Mike.)

Whew! Now that that's done, let's chat.

In 1994, I saw Mike Stewart's Wonder fly at the Burlington County E-Fly (NJ) and I promptly swiped the idea. Both Mike and I built ours with standard geared Astro 05's (Co5G), running on 8 900 or 1000 mAh cells, and turning APC 10 x 8 props. Mike's, with new 1000 SCR's had better performance, but mine, on old 900 SCR's, had longer duration. . which is why I beat him in Combat at the '94 Syracuse E-Fly. We both built ours as Electrics, so they came out with lighter airframes than Clyde's (my bare airframe was a little over 10 ounces).

Shortly after the Syracuse E-Fly, I sold my Wonder to Bob Afflerback. I didn't like the Wonder's lack of rudders and I wasn't fond of its tendency to hunt in the yaw axis during flight (perhaps the effect of a too large prop?). Bob didn't mind the yawing, and after he plugged in an Astro FAI 15 geared (FAI15G), it really didn't matter! The model went from being fairly aerobatic to being one hot rocket! The model had only two problems: First, it needed a good, strong hand launch (the eventual cause of its demise at the '95 LeHigh Valley E-Fly). Second, when the power went away, the model landed like the Space Shuttle!

I can recommend the Wonder as an excellent plane for looping contests and a pretty good one for rolling contests or combat. Just remember, though, that no rudder means slips, spins, stall turns, and other rudder maneuvers are almost impossible. Also, the thick, draggy wing requires a lot of power to keep flying, resulting in shorter flight times. For the '96 Syracuse E-Fly Combat event, I'm thinking about designing a sort of semi-symmetrically winged Wonder.

The main modifications I made were as follows:

(1) Cut away most of the firewall to install an Astro motor mount.

(2) Lowered the thrust line (by installing the motor box "top" down)

(3) Replaced 'iron balsa" with lighter wood.

(4) Covered with Black Baron film (That was a mistake, though. The weak film let the wing warp, and no amount of bending and re-shrinking would keep the warp out).

(5) Left the top of the motor bay open, exposing the

(continued on the next page)

Bowne cont.

motor and allowing air to flow around it and into the battery area.

Now, for that commercial pitch:

If you recall, when Mickey and I were at the '92 Ann Arbor E-Fly, I had a direct drive 40 (C40DD) pattern model on 18 cells. Since the E-Fly, our rough Iowa runway did in the old Ulu (ground squirrel holes make great landing gear ripper-outers!). So, I built another one. I also built Mickey a fast glider (Corvus) and a geared 15 sport ship (Snickers). I drafted all the plans on Modelcad and got them professionally printed. I will be selling them at KRC, but I'm sending you an attachment, giving information about the plans and quoting prices. Should anyone want to get one via the US Mail, I won't charge for postage for folded plans, but I will ask for $2.00 for rolled ones.

We now return to our regularly scheduled letter.

I can honestly say that all three models fly well. Over the years, I've had many requests for plans for some of the models I've designed. I finally decided to get plans made. It's been a real experience! I didn't know how mediocre a program could be until I tried to use Modelcad to run a plotter. The quality of the plans didn't suffer, but the number of gyrations (and extra expense) it took to get them made was frustrating. If I sell all the plans I had printed, I'll wind up with a SMALL profit. If I don't sell them all, then my foray into the plans business will be over with.

I'm working on smoothing out the plans for a geared 40 PT19. We had the plane at last year's KRC, but Mickey was shot down on take off (No joking. It wasn't her fault). I've fixed the plane, and we PLAN on having it at KRC '95. If enough people are interested, I'll include the PT19 plans in my "inventory."

Also, I'm waiting to hear from Flying Models about whether or not they plan on running my Waco YKS plans. If FM doesn't want the article, then I'll include the Waco in my inventory.

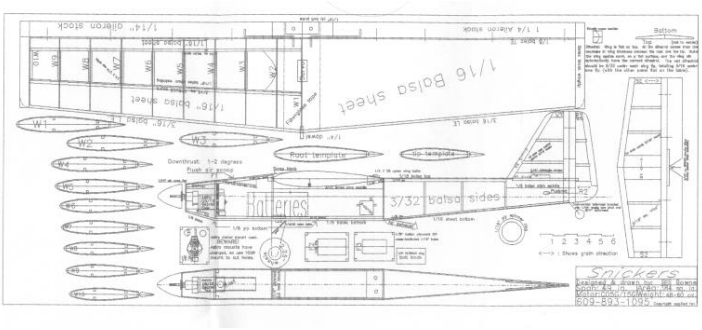
One thing that led to designing the Snickers was how well my horribly out of scale Sea Fury flew. Mickey had it at Ann Arbor '92, but it was destroyed at the end of last year's flying in a takeoff accident. It was ugly, but it flew well and aerobatic flights were pleasantly long (No, plans for that model will NOT available. Someday, I'll redesign the model, but the new one will at least look something like a Sea Fury!).

The key was in using 14 cells on a standard Astro C15G, turning an APC 10 X 8. The prop/motor only drew about 20 amps at full bore, which was more than enough power for aerobatics. Cutting back to about 1/2 throttle (or less) on the down side of loops and reserving full throttle ONLY for climbing (or escaping from screwed up maneuvers!) really extended flight duration.

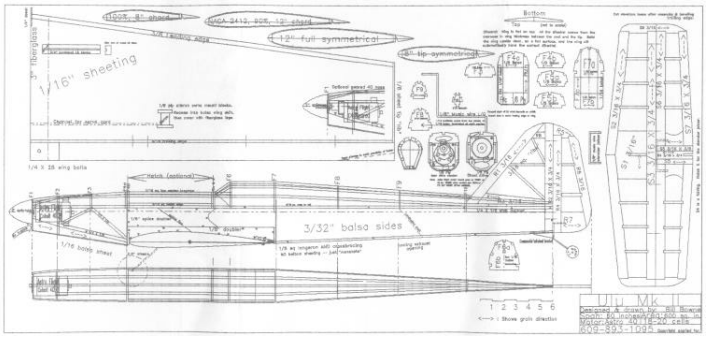
Oh well, time to get back to the CAD. I'm working on a non-scale trainer (C05G), a WWI bipe (C05G to C15G), and a WWII fighter (C05DD or C15DD). At least the CAD is good for relieving summertime cabin fever!

Hope to see you at KRC!

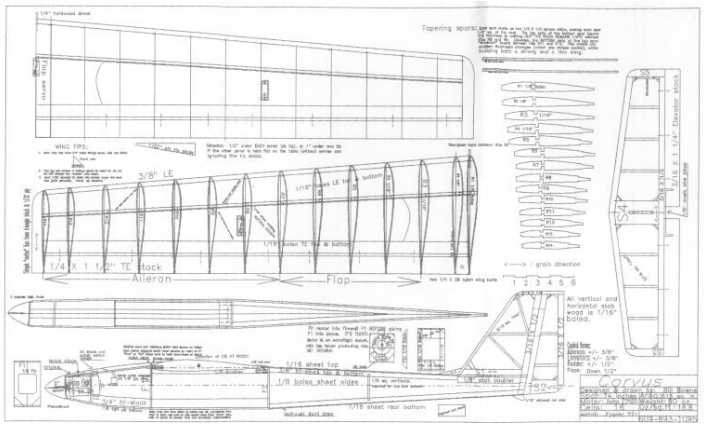
Sincerely,
Bill Bowne



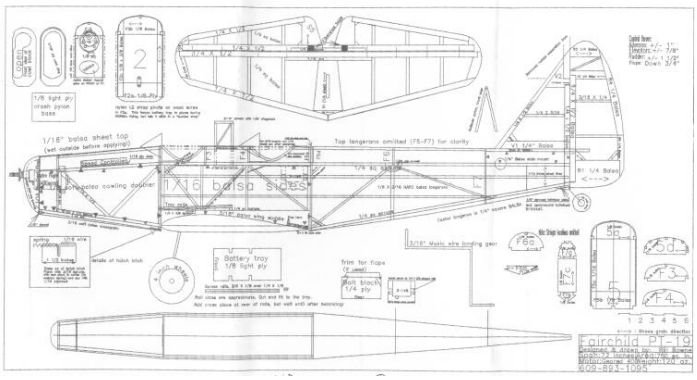
(please note that his plans don't have jaggies like you see here - these are the result of my low-level scan.)
Snickers: shoulder-winged sport ship $9.00
Wing area: 384 sq.in. Span: 49 in.
Airfoil: Symmetrical (both foam and built up shown)
Weight: 48 - 60 oz. Wing Loading: 18 - 22 oz./sq.ft.
Motor: AF 05/15 geared Cells: 8 x 1200 to 14 x 1000
Propeller: 10x8 Watts/pound: 55-80



Ulu MkII: Sport pattern $10.00
Wing area: 600 sq.in. Span: 60 in.
Airfoil: NACA 2412 or Symmetrical (both shown)
Weight: 96 oz. Wing Loading: 23 oz./sq.ft.
Motor: AF 40 direct or geared
Cells: 18 to 20 (1200 to 1400 mAh)
Propeller: 9x7 (20 cells) Watts/pound: 83
10x6 (18 cells)



Corvus: High Performance Glider (flaps and ailerons) $12.00
Wing area: 616 sq.in. Span: 74 in.
Airfoil: Eppler 221
Weight: 80 oz. Wing Loading: 18.8 oz./sq.ft.
Motor: AF 25 direct Cells: 15 -16 (900 to 1400 mAh)
Propeller: 9x5 (16 cells) Watts/pound: 60
9x7 (15 cells)



Fairchild PT-19 Electric: Not available yet, but will be at least two sheets, totalling about $20.
Wing area: 750 sq.in. Span: 72 in.
Airfoil: Clark YH
Weight: 120 oz. Wing Loading: 23 oz./sq.ft.
Motor: AF 40 geared Cells: 20 (1400's)
Propeller: 13x10 Watts/pound: 60

Pre & Post Press Coverage

from Merritt Martin of the Ann Arbor Falcons

The following is the pre and post newspaper coverage of the Mid-America Fun Flies.Announcements were in the Saline Reporter and Ann Arbor News. The following article is from the July 5, 1995 "Saline Reporter".

Model Airplanes Take to Saline Skies

The 10th annual MidAmerica Electric ModelAirplane Fly is scheduled for July 15-16 at the old Saline airport, located one mile southeast of Saline on Macon Road.

Upward of 70 pilots will fly radio-controlled model airplanes powered by nicad batteries. Airplanes will vary from World War II scale models to stunt airplanes reaching speeds up to 130 mph, to motor-powered gliders that have been flown for several hours on days with good thermal lift. Electric powered fan jet models also will be flown.

The event, sponsored by the Ann Arbor Falcons Model Airplane Club and the Electric Flyers Only Club of Walled Lake, is expected to attract pilots from across Michigan, Ohio, Indiana, Ulinois, North Carolina, South Dakota, New York, Pennsylvania, West Virginia, Kentucky, Missouri, and Canada.

Nationally recognized pioneer and model airplane innovator Keith Shaw will exhibit his fleet of unique models.

SALINE AREA members of the Ann Arbor Falcons involved in the event include: Jerry Schmid, C.J.Wysocki, Gary Gordon, Randal Roth, Mark Miller, Ken Arnold, Ken Bates, Daniel and Adam Cogan, David Hares, Susan Hares, Albert Lutz, Merritt Martin, and Chet Rutledge.

Spectators are welcome to attend and no entrance fee will be charged. Refreshments will be available.

The MidAmerica Model Airplane Fly will take place from 9 a.m. to 4 p.m.

(As was mentioned before, a similiar mention was in the Ann Arbor News of July 12th. - km)

Following the Meet, the Saline Reporter ran almost a full page of picture - reproduced here - and the following on July 19.

MORE THAN 70 PILOTS displayed their radio-controlled model airplanes last weekend in the 10th an nual MidAmerica Airplane Fly at the old Saline airport on Macon Road.

Ranging from replicas of old war planes to stunt planes, the event attracted pilots from across the state and MidWest.

Pictured at right, nationally recognized pioneer and model airplane innovator Keith Shaw of Ann Arbor exhibits his fleet of unique models.

Below, David Grife poses beside his replica of a World War II British model plane. The plane, which features retractable landing gear, was built over a five-month period by Grife from plans he drew.

The event was sponsored by the Ann Arbor Falcons Model Airplane Club and the Electric Flyers Only Club of Walled Lake.

(photos on next page)