

the

Mid-Amper

September		The EFO Officers	2022
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No Mailed Ampeer Subscriptions	The Next EFO Meeting: Sat., Sept. 3, 2022 Time: 10:00 a.m., Place: Midwest RC Flying Field		

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EFO Flying Meeting Reminder

Please keep in mind that all summer monthly EFO flying meeting dates are tentative and quite fluid depending on the predicted weather.

The meetings are usually on Saturdays, but may change to the following Sunday or even possibly a week or more later.

Everyone is welcome and proof of AMA membership is required to fly.

The next EFO monthly meeting is the Mid-Am on Saturday, July 9 and Sunday, July 10. Details are in this issue.

The Klemm L33 Flies!

From Keith Shaw via email

We finally had a calm day yesterday, so I wanted to get out to try the Klemm L33 with the new wing.

Originally I had built an open structure multi-spar wing, mostly to save weight, but it turned out to be terrible for aerobatics, giving unpredictable results during, and exiting from, maneuvers. I was almost sure it was due to torsional flexing, so a new wing was built with a

classic D-tube structure. The good news is that it is now a predictable flier, only needing some minor adjustments to control throws and a touch-up on the lateral balance. I look forward to many fun flights with this rare Klemm.

I also had my Klemm L20 with me as it is one of my favorite light air fliers. With a 73" wing and only a 3.25lb. weight, it floats through maneuvers. But several times this season, when I was flying it in breezy conditions, it would "lurch" momentarily. I could never tell if it was a wind gust or me panicking on the controls due to a perceived loss of orientation.

This has been happening occasionally.

Yesterday, with the calm conditions, it happened again, a hard left roll lurch only about 100' away from me in a position where I had very good visual awareness of the plane.

I turned around and headed for the runway, but before I could get in position it happened again, and then a few seconds later one final lurch that dumped it on its left wingtip with the wing vertical. There

no damage to the fuselage other than minor damage to the rudder (easily repairable), but the wing is a write-off. While it still looks like a wing, the entire inside of the left panel is rubble.

When I got home that evening, I put the aileron servo on my servo-cycler set to its slowest speed. It worked as expected for several minutes, but then briefly slammed to full left position before returning to normal operation. I left it cycling for an hour and saw several more glitches. In a way I feel better knowing it was a servo problem rather than visual loss of orientation and pilot panic.

This fall I will need to build a new wing for the Klemm L20. I will design a completely new structure rather than replicate the odd method used in the Krick kit. Remember the L20 was a kit-bash of an old German Krick L25 kit.

This will give me a chance to dramatically improve the weak landing gear area and awkward dihedral bracing. I think I drew the outlines of all the ribs and formers on the back of the plan. This is my habit on any kit should I ever need to repair the wing or fuselage.

Maybe I have discovered a new law of physics, the conservation of Klemm wings?

Keith

Back to RC in Quebec From Louis Dionne via email

Hello Ken!

I read September's (2021) *Ampeer* and Keith's report on the Mid-Am meet (2021). So many familiar names and memories!

Life has diverted me from R/C activities - work, family, crazy sports...until semi-retirement and Covid19 measures kept me inside - like many. Adding a few extra kilos too. I put that time to good use and designed a few small airplanes over the last year.

A couple of years back, we had our summer vacation in Quebec's most beautiful islands; les îles de la Madeleine. Small set of islands off PEI (*Prince Edward Island for those not familiar with Canada's geography KM*). It's paradise! Looks like islands you would find in the Caribbean sea. Amazing sunrises and sunsets. Sharp colors; red

sandstone, dark green grass and lots of white long sandy beaches. Warm people. Caves! Excellent local food too. Best beer I ever tasted (Corps Mort, mere 11% <http://lamateurdebiere.com/2015/06/corps-mort-da-labri-de-la-tempete/>)



I had brought my very old 60 in. Sparrow versatile slope racer from the 80ies and got 2 flight sessions off a great bluff over the sea. Got hooked again.

It reminded me of a weekend flying slope with Keith at Sleeping Bear dune eons ago.

With no such slopes in Verdun/Montreal, I dug out several oldies from the storage boxes... Went through learning to fly again and suffering from interference on my old Futaba F8U 72MHz ... After several mishaps, I switched to a Jumper T12, based on the very flexible OpenTX firmware with a multi-protocol internal module that can drive just about any 2.4GHz receiver on the market. For \$85 usd... Things have changed!

Retiring from the crazy computer consulting world, I built a few 3D printers.

With Covid hitting Montreal hard, 3D printing has brought me a new and interesting twist to R/C airplanes. Printed a few designs from others and then...

Well, my latest design is a 3D printed version of the famous Stinger 400 from S. Sobayakin some 20 years ago.

Since the original is not available anymore and I keep getting requests to sell mine, I decided to design a 3D printed version.

It makes a fun and fast little plane with very little (renewable) PLA plastic.

This 2nd prototype uses 2x3mm carbon rod spars in the wing, a tiny BL2040 3900Kv motor, 2S 1300mAh LiPo and 4.7x4.7 prop.

Total weight ready to fly is just below 250g. Almost half the flying weight of the original Stinger400 Open class pylon racing back then.



The first prototype used an 1806 drone out-runner with sport-like performance. Picture shows the hybrid prototype on that tiny out-runner and 2-servo wing. Less than 8mm wing thickness.

Flies on rails and a whistle!

Design is available here:

<https://cults3d.com/en/3d-model/various/stinger-3d-printed-sp400-ylon-racer>



Another one I made is this little Ki-84 at 600mm and less than 300g.

It flies like a bat out of hell. Made out of a foaming filament called LW-PLA.

It is an active segment of the hobby with many guys like me around the world sharing their latest techniques and designs.

The fuselage has exhaust stacks/access panels/canopy frame details built in into the print. Thinned wing and enlarged ailerons. I had a 3D printed scale prop/hub at first, but there was too much torque generated by the powerful little drone motor (2205, 2300Kv), overwhelming everything. I scaled that back to an APC style 6x4 prop with still unlimited vertical on a 3S 500mAh pack. Design is also available in Cults3D.

Can't blink too long with either of those.

There is very little plastic involved. Rugged at that reduced weight and perfect for my tall grass local field. I'm planning to design another 600mm warbird, a 750mm twin heavy fighter and then a larger 4-engines warbird floatplane for grass/water/snow operation, all around 18:1 scale.

It turns scratch building into a reasonable ordeal. You can put in as much detail as you want and if you break something, just print and replace that section... a bit of paint and marking from the color laser print. All set to go again.

Well, not everything is perfect...we are still hunting for the perfect plastic filament that will be; easy to print, light, strong, durable and sustain the heat of the summer's sun. Right now, my dark colored PLA planes will deform in the hard summer's sun. Hence the light colors...

Virtual hugs and kisses to you and Keith! (Ok ok, just the hugs then.)

P.S. Is KRC in PA dead? That's what I understood from the *Ampeer*. (Yup, but we still have the *Mid-Am. KM*)

Cheers and Tourlou!

Louis Dionne

Montréal

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The August 2022 EFO Flying Meeting

Except for the extreme cloud cover, Saturday. August 13 was a perfect day for flying at the Midwest RC Society 7 Mile Road flying field. The

winds were pretty low and the temperature was in the extremely comfortable mid-70s.



Roger Wilfong readies his new Lighting plane. No I did not mistype that name. We believe the Chinese meant Lightening. **Dave Stacer** looks on while **Paul Sockow** and **Denny Sumner** have a chat.



Mark Rittinger drove down from Roseville, MI to join in the fun.



Mark and Denny ready their planes for a formation takeoff and flying. They really did an enjoyable and capable job. Nice guys!

While the attendance was quite low, we all had a great time.

There was a lot of time for talking and sharing experiences as well as enjoying each others planes and flying.

Mark even remarked, "Ken Myers flew today." Like that is a rare sight.

Well, maybe, sometimes it is. ;-)

Mark and Denny did a glider tug tow. Mark was on the sticks of his glider, while Denny flew Mark's tow plane.



Mark and Denny wait for the crowd to clear before the glider tow.



The pilots prepare to takeoff.



Mark's glider tug was flown by Denny.



The glider is up and away behind the tug.
The whole flight went very well. Nice job guys.



Denny takes off for another great flight.

It was a great day of flying with great friends.
Gotta love this stuff!!!

The 38th Annual Mid-America Electric Flies Part 2, Sunday

As a reminder of what a great day Saturday was, you can use **Rick Sawicki's** photo link with many photos of the event.

<https://photos.app.goo.gl/FW8AqdLC8yDJMHid9>

Sunday was, as usual, a very laid back day.

Once again we were blessed with a perfect weather day.



A look down the flight line on Sunday morning.



There were still quite a few folks who returned, or came to enter, on Sunday.



Steve Labuta came back with a few different planes and had great day flying them.

Everyone helped with taking down the remaining EZ Ups and Keith Shaw's big sun shade canopy.

There was still a lot of flying, and even some new entrants. :-)



We'd like to thank Joe Hass for rounding up the wonderful donations from Nankin Hobby and especially the cake to celebrate Bill Brown, Sr. 101st birthday.

This year was one of those great years that will go down in memory.

We hope you will join us for the 39th Mid-America Electric Flies in July of 2023.

C.A.R.D.S. of Lansing 12th Annual Electric Fly

Friday August 26 1:00 pm - 9:00pm and
Saturday August 27 from 9:0 am to 9:00 pm

Pilot and Aircraft Requirements:

Current AMA — Open to All RC Electric planes, helicopters, and multicopters.

Social Distancing and Other Michigan Covid Requirements Current to the Event Will Be Followed. Email or Text CD For any Updates
Pizza Lunch for Pilots on Saturday (Will be served if necessary) Water and Pop will be available

SPECTATORS WELCOME

Landing Fees: \$20

Marv Thomson/CD 517 802 7675 Email Marv
mthomson@wowway.com

Website: www.cardsrc.com

Address: 8328 Otto Rd, Grand Ledge, Mi 48837

Weak Signals Swap and Fly

From Tom Kroggel via email

**Greetings From the Weak Signals RC Club
Electric Flyers Only Inc !**

**“Swap-N-Air Fair”
The “Swap”**

A two-day outdoor show on September 10th & 11th, Saturday and Sunday.
A 15' x 40' swap spot is just \$30.00 for both days.

A 25' x 50' swap spot is just \$60.00 for both days.
Register by August 31 and save \$5

If you have one item to sell drop it off in our Swap
Corral for \$5.

Gates Open for vendors and swappers at 7 a.m.
Public from 8 a.m. until 5:00 p.m. both days.

Spend the night. (dry camping)

The "Air Fair"

Flying demonstrations using our 400' paved
runway.

FREE Open Flying with AMA Card

Food Trucks
50/50 Raffles

Reserve your spot today! This is the genuine Weak
Signals R/C Club at the Weak Signals field 12000
Minx Road, Temperance, MI.

Link to Event Flyer

<https://www.toledoweaksignals.com/events/swap-n-airfair>

Tom Kroggel

Co-Director Weak Signals Swap-N-Air Fair

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A Few More Photos from Saturday's Mid-Am



Larry Markey flying his beautiful scale helicopter.



Dave Grife readies his beautiful Mosquito.



Working hard at the food tent.



Upcoming E-vents

September 3, Saturday, EFO Monthly Flying Meeting, 10 a.m., Midwest RC Society 7 Mile Rd. Flying Field, proof of AMA membership required to fly

August 26 (Friday) and August 27 (Saturday), C.A.R.D.S. of Lansing 12th Annual Electric Fly (Details in this issue.)

September 10 & 11, Weak Signals Swap and Fly (Details in this issue.)



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

March Monthly Meeting:

Date: Sat. September 3, 2022 **Time:** 10:00 a.m.
Place: Midwest RC Society 7 Mi. Rd. Flying Field