

the

Ampeer

September		The EFO Officers	2023
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No Mailed Ampeer Subscriptions	The Next EFO Meeting: Sat., Sept. 2, 2023 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 Sat., Sept. 2 .

**Thanks for Reading the Ampeer All of These Years**

Thank you for being an Ampeer subscriber all of these years!

While the Ampeer is, and has been, read across the world, thank you, it is the club newsletter for the Electric Flyers Only.

It has been a real "labor of love" for all of these decades.

It is extremely rewarding to receive emails from you with information and photos relating to your electric flight

experiences or other topics that relate to using electric power.

I cannot thank all of you enough for your input!!!

Early Ampeer readers received this newsletter via the US postal service. Even back then there were readers in Canada, the U.K., Israel and Greece! They had learned about this newsletter when it was mentioned in the electric flight columns in the major modeling magazines of the day. You do remember major model aircraft modeling magazines, don't you?

In the mid-1990s the EFO Website, along with the Ampeer, went online.

Shortly after that, thanks to the Internet and email, the Ampeer was actually being read on all seven continents, including Antarctica, really.

Today it is down to only six of the seven continents.

Again, thanks so much folks, its been a great trip! ;-)

If you wish to take a trip down memory lane, the Complete Ampeer Index is available. All of the issues, starting with

the first one, the March 1988 issue, are available.

<http://theampeer.org/ampeer/Complete-Ampeer-Index.html>

### **A Special Notice for EFO Members**

The EFO has had a long, starting in the early 1990s, and great relationship with the Midwest RC Society. The vast majority of active EFO members belong to Midwest as well. I have also been the vice-president of Midwest through this time period.

There are several active EFO members, in this area, who are not Midwest members, so they did not receive the following notice from Midwest's president, Greg Eilers.

I'd like anyone who visits the Midwest's flying field to read and heed Greg's notice, please.

### **Slow Down!**

From Greg Eilers, Midwest President, via email

We have had a complaint from our Landlord. One of our members has been noted driving extremely fast on the entrance and exit back to the flying field.

All members, please be aware that the road is also our Landlord's driveway. Please use the road respectfully and responsibly and SLOW DOWN!!

Unfortunately, we lost our previous access road. The Landlord's drive is our only access. Remember that there are kids playing around the house and people working there as well.

Irresponsible use of the road jeopardizes the field for all of our membership.

Thank you for your help in this matter.

Regards, Greg Eilers  
Midwest RC Society President

And More From and About the Midwest Club.

### **Midwest RC Society Approved as a FAA Recognized Identification Area (FRIA)**

Hello MRCS Pilots,

We just received an update from the AMA.

The flying site located at/near 7621 7 Mile Rd that you submitted on behalf of Midwest RC

Society has been approved as a FAA Recognized Identification Area (FRIA). This designation will satisfy the remote ID requirement for anyone flying at your club's site beginning September 16, 2023.

Lynn Morgan

### **30 Years Flying My DeHavilland Mosquito**

From Dave Grife via email

I have had the pleasure of knowing Dave for his whole electric flying experience. With his mentor being Keith Shaw, he soon became an excellent flier, designer and builder of electrically powered RC models.

He recently sent out an email to several of his flying friends. The email celebrated the 30th flying anniversary of his big, beautiful Mosquito.

I thought that this moment was worth sharing with you all.

By the way, you might recognize a few of the names that Dave sent this email to including Keith Shaw, Jim Ryan, Mark Wolf, John Kauk, Kenneth Myers, Greg Gimlick, and Bob Boucher.

Here is Dave's email.



Hi Guys,

I got a couple of really nice flights in this morning.

First flights of the "Mossie's" 30th year.

Never could have imagined it would have made it this long - pretty much unblemished.

Thank you for all your encouragement and support over the years.

Dave Grife

## News From Innov8tive Designs

The following is from a recent email from Lucien Miller.

Our updated Motor Cross Reference Chart makes it easy to find a matching replacement motor for your aircraft. You can locate a motor from one of 10 popular motor lines, and then go across the page to find the closest matching motor in our BadAss, Cobra or Tempest brands. This chart is available for viewing online or as a convenient, downloadable 2-page PDF document.

<https://innov8tivedesigns.com/downloads/BA-Cob-Tem-Airplane-Motor-Chart-innov8tive.pdf>

You'll probably want to check out this useful "tool" soon.

He also notes;

Need a power system recommendation for your model?

Let us help you find the ideal setup!

Contact Us and Tell Us What You Are Flying

<https://innov8tivedesigns.com/contact>

*Check them out soon. KM*

## The August EFO Flying Meeting



The meeting was held on Saturday, August 5 on a beautiful day.

This was a very special day. The Midwest Club President **Greg Eilers** had set up a fun and food fly for this date.

Greg sent an invitation to local clubs to have their members come out and fly with the Midwest folks and share in a "flying field lunch".

Several area folks, including EFO members, took Greg up on his invitation and joined in on an absolutely great flying day.



It was a wonderful time sharing flights and food together. What a great day. **Thanks so much GREG!!! AKA Master Chef!**

It was especially nice to see our great friend, **Mark Rittinger**, flying once again! Super!!!

## More Photos from The August Meeting



**Greg Eilers and Dave Stacer Getting Lunch Ready**



**Robert Throne and Roger Wilfong Discussing Roger's Lightweight Flying Wing**





**Enjoying A Flying Field Lunch While Greg Cooks**



**Thanks Greg for Providing Such a Beautiful Day and Great Food!**



**Ken's Son of Swallow Was Out for Its First Outing in over 5 years - It flew Great!!!**

**Plane Storage Using Feng Shui and More**  
From Joe Hass via email

**Preface:** A conversation with Denny Sumner reminded me of this "sort of" spoof. The current

reality is that the giant Staggerwing is in the dining room, the PT-19 is in the family room along with all the boxes of little birds. There are 3 Arrows in the living room. The ANTIC and Antoinette are on the pool table. There is a stack of transmitters and Li-Pos on the dining room table.

The basement and garage are really full.

My wife is VERY understanding.

Use it as you see fit.

Joe Hass

Feng Shui is the Chinese system for positioning a building and the objects within a building in a way that is thought to agree with spiritual forces and to bring health and happiness.

What could be better than applying this ancient art to the storage of our aircraft?

Note that all of the aircraft are facing the sun's arc. They are all facing a doorway. Propellers are aligned. Colors are coordinated with the furniture. The captions under the pictures provide additional details.

Here is a special note from my wife Paula: While the summer months do find a wide variety of aircraft in the living and dining room, (because the garage and basement are already full), I can assure you that they never hang from the ceiling fan in the family room, are on the mantel nor serve as centerpieces on any table.

Paula Hass

Joe Hass  
joehass@gmail.com





Transmitters, with their symmetrical, yet unusual shape, make great centerpieces.



Notice how the transmitter centerpiece in the dining room compliments the aircraft in the living room. The Arrow flying wings form a perfect frame in the archway.



The Racal 110 is a perfect addition to the family room. With the fan on low there is a gentle breeze and the covering acts as a beautiful light catcher.



When there isn't enough room for the wing to be mounted on the fuselage, as was the case of with the PT-19, simply align the wing to the flow of the other objects to facilitate assembly in the open air.



Color coordination is important. Note how the blue on the fuselage compliments the blue table cloth.

*(Thanks Joe for the very useful and thoughtful tips! KM)*

### And More from Joe

Pete Waters is in need of a very specific KRAFT charger.

It was used on the KRAFT open gimbal 2, 3A, 4A and 6A transmitters with white servos.

The charger has only one (1) cord that connected the transmitter and receiver packs together. There was no LED. It was a 24VAC transformer in a standard KRAFT black case.

Pete is copied on this email -  
petewaters@charter.net.

His phone number is 248-924-0223.

Thanks in advance if you have something.

Joe Hass

### And

A Minor Correction to the September 2023 *Ampeer*. The Page 5 caption should note that Norm Peters is launching my EXTASI flying wing, not the WILLIT.

<http://theampeer.org/ampeer/ampaug23/ampaug23.htm>

The WILLIT is a red wing with black fuselage.

**Side note:** The EXTASI was sold by Jim Martin's Hobby Lobby as an almost ready to cover. It came with a fiberglass fuselage. It was originally set up with a 72MHZ receiver, nicads and a Speed 400 with an APC 5 X 5 prop. I now power it with Li Pos and a 2.4 receiver. It took us a while to figure out it needed a level hard toss at launch. Jim Martin didn't believe we flew it as they tried with a large folding prop and it just slowly sunk to the ground. This was back before cell phones and video so it was not possible to easily send him something to view.

Joe Hass

### Some of Keith Shaw's Recent, and Not So Recent, Biplane Adventures

From Keith Shaw via email

I was out flying at the field a few days ago and for once remembered to bring my camera. The shots of the Dreamer sitting next to the ancient Consolidated PT-3 shows a striking contrast of what is possible in a 3' wingspan.



The PT-3 was built in the mid 70s as a rubber model from a R/N Models kit that I had won at a meet. It also flew as CO2 FF, then CO2 R/C with a tiny homemade radio (pulse rudder), then PeeWee 020 R/C, then electric with an Astro 02 on 3 800 nicads. A photo of me launching it was in the 1984 KRC write-up. Finally the Japanese tissue disintegrated, and it hung on my wall before being recovered and upgraded a few years ago to a modern radio and a small outrunner on 2S Li-Po. At 10 oz, it is a lovely light and fluffy evening flier.



In contrast, the Dreamer is a robust Rock 'n' Roll Machine that can handle almost any weather conditions, yet has excellent handling, even at slower speeds. Think of a souped-up Pitts Special but with better manners. It weighs 63 oz. and is powered with a Scorpion 3020 motor on 4 A123s.

I was out to dinner with Pete andCarolynn Foss a week ago. Pete asked me if I ever had an electric that just didn't work out. At the time all I could think of was the quirky WW1 German DFW 28 that I flew for about two years while trying many things to try to get it to behave. Eventually I removed the equipment and hung it in my living room as a conversation piece. But on the way home, I thought of my Waco Taperwing, which was done in Bob Lyjak's great color scheme.



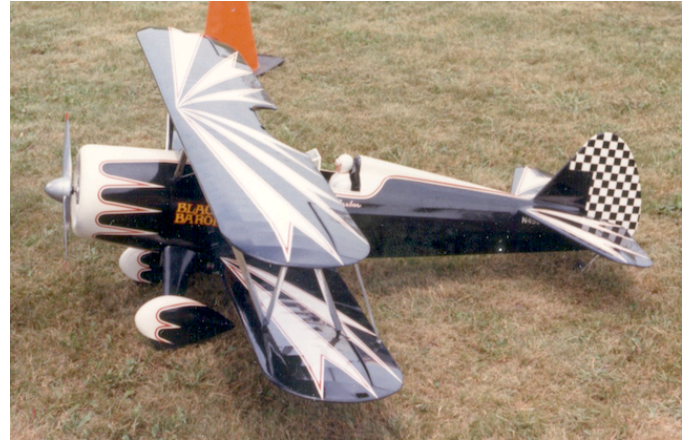


I was fortunate to know Bob Lyjak, Bill Barber, Danny Clisham, Jim Mynning, Eddie Green, Bob Bardeen, and Art Patstone, and several others in the airshow community. At one time Ann Arbor and the local vicinity had the highest per capita number of airshow pilots in the country.



I built the Waco Taperwing in 1987 as my first try at an electric aerobatic biplane. It had a 48" span, and was simplified with no inter-plane struts and large ailerons on the lower wing only. It suffered from being in a bad spot of power system combinations. Either enough power but too high of weight and vicious handling, or tolerable handling and lackluster performance. I think I tried four different power systems, a Keller 50, Keller geared 25, Astro geared 25, direct drive Astro 40 and batteries from 12 to 16 1.2Ah NiCads. Weight ran from 5 lb. to almost 6 lb. I never found a combination that worked.

It was retired to hang in the local hobby shop, but eventually ended up in a bag in my basement when the store closed.



This 1989 photo of Keith's Black Baron is from the *Ampeer* archive

It did provide me with enough data for my next project which was Bill Barber's "Black Baron" Stearman, a very successful plane that flew in hundreds of airshows before being retired because of UV embrittled covering.

I brought it up from the basement and looked it over, then put in a modern radio, a BadAss 2814 and 4 A123 cells. The weight dropped to 3.75 lb.

Wow, what a difference! That little 4 oz. motor puts out way more power than any of the older systems, and the lighter weight dramatically improved handling. It is still being tweaked and trimmed out. I doubt it will go out on the airshow circuit, as it is really showing its age, but it is fun to enjoy it after 35 years of waiting. Talk about delayed gratification!

Enjoy the summer at the field,  
Keith

### #11 Blade Comment

From Roger Hoover via email

*In my article "Fiskars' Easy Change Detail Knife" in the June Ampeer, I mentioned the #11 hobby blade. Roger responded with the following.*

*KM*

<http://theampeer.org/ampeer/ampjun23/ampjun23.htm#KNIFE>



Just a heads up that I am still out here reading your newsletter and ordered the Fiskars #11 knife. Sharpening a #11 blade never crossed my mind. I have disposed of thousands of them. I buy them in bulk, but I find them not as sharp as small packages of X-acto brand. Am I imagining this? Thanks, Ken.

*What do you folks think? Anyone know of a good brand? KM*

### More Photos from the Mid-Am 2023

From CJ Wysocki via email

While **Rick Sawacki** and I mostly concentrated on the folks at the Mid-Am, CJ got some great flying shots. Remember that the day started cloudy, rained for an hour and then it became the perfect day. The Mid-Am report is in the August 2023

*Ampeer.*

<http://theampeer.org/ampeer/ampaug23/ampaug23.htm>



There were three of these at the Mid-Am



The Luton on a fly by



The Klemm inverted



Keith Hand Launching







P-51 on a fly by



A little ME-109 on a fly by  
Thanks for sharing with us CJ!

**More Mid-Am Photos?**

If you have photos from this year that you'd like to share, please email them to me or let me know where you've put them on the Internet. Ken



A Low Flying jet!



Keith's Dreamer



This one cannot weigh much!

**C.A.R.D.S. of Lansing  
13th Annual Electric  
Fly**

Friday August 25 1:00  
p.m. - 9:00 p.m.  
Saturday August 26  
from 9:00 a.m. to 9:00  
p.m.

**Pilot and Aircraft  
Requirements:**

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

Pizza Lunch for Pilots  
on Saturday

**GRAND LEDGE**  
CHAMBER OF COMMERCE

**Spectators Welcome**  
Pop and Water Concessions  
Pizza delivered on Saturday

Water and Pop will be available both day  
Pizza, pop and water will be available on Saturday  
Email or Text CD For any Updates

**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

**Upcoming E-vents**

**September 2, Saturday, EFO Monthly Flying Meeting**, 10 a.m., Midwest RC Society 7 Mile Rd. Flying Field, proof of AMA membership required to fly

**August 25 (Friday) and August 26 (Saturday), C.A.R.D.S. of Lansing 12th Annual Electric Fly** (Details in this issue.)



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

<http://www.theampeer.org>

**August Monthly Meeting:**

**Date:** Sat. Sept 2, 2023 **Time:** 10:00 a.m.

**Place:** Midwest RC Society 7 Mi. Rd. Flying Field