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Ampeer subscriptions are \$10 a year U.S. & Canada and \$17 a year world wide.

**The Next Meeting: Thursday, September 7, at the South Lyon field on Rushton Rd
Start and flying time: ASAP**

**Product News and Notes
by Bernard Cawley, Jr.**

from the newsletter of the

Puget Sound Electric Model Flyers

MaxCim Motors

I've mentioned MaxCim Motors before - another entry into the brushless power arena. I recently received more info from Tom Cimato, head man at MaxCim. Their brushless controller has been upgraded to work with up to 18 cells, which allows a MaxCim motor to now be used at power levels well over 500W for short times. They are also running a summer special: ready to run motor/controller direct drive combo for \$299.95, or \$339.95 with an assembled, lubed and adjusted Model Electronics Superbox (best way to get it - km). One of the hallmarks of brushless motors is their extremely broad power range while still maintaining good efficiency. One of the main topics of discussion in the Electric Flight forum on CompuServe lately has been this flexibility of application of brushless motors. For more information, write to MaxCim Motors at 57 Hawthorne Drive,

Orchard Park, NY 14127-1958

or e-mail 76331.371 2@compuserve.com.

(This is quite the motor, since it can be used as an "05" thru a "40" in power ranges. Talk about versatility and value for the money. Check this one out. You really get quite a bang for your buck. - km)

Sermos Connectors

I had a long conversation with John Sermos a few weeks ago. He reminded me of a few things which distinguish his connectors from the Anderson Powerpoles which are available from other sources. The main functional difference is the thickness of the silver plating on the contacts. Sermos connectors have 5 times as much silver, which gives them unlimited disconnect/reconnect lifetime, and also lower contact resistance -250 micro Ohms compared to 600 micro Ohms for the "regular" powerpoles. To be sure you've got the genuine article, he is now using new colored housings: chocolate brown and bright pink.

Also, he has two and three pole fuse holder/arming switches, a charging jack,

**What's
in this
issue?**

**Product News - ModelAir-Tech Giant Scale - The E-Nats -
Brushless - Timing Brushed Motors**

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and a contact extraction tool in his product line.

He mentioned that he is working with Anderson Power products on two possible new products - an "economy" version of his connectors, and possibly a smaller version, using the Anderson 15A contact, for use in the growing Speed 400 class of models. This would certainly be of interest to me as I am still using 4-pin Deans plugs for the small stuff for space reasons. (Sermos R/C Snap Connectors, Inc., Cedar Corners Station Box 16787, Stamford, CT 06905; (203) 322-6294)

ModelAir-Tech

ModelAir-Tech, a joint venture of Bob Aberle and Tom Hunt, have a line of single and dual motor belt drives for larger motors (200W and up), as we've mentioned before. But there's more - including plans for a number of electric designs that are other than the 150W trainer/sport plane type. Bob sent me a sample of the drawings for the Train-EE, which is a 5 foot span trainer type for Speed 700 and Model Air-Tech belt drive on 14 cells, and the Acro-Volt, a low wing pattern ship for the same power system. The plans are very well done. Also in the catalog are plans and/or semi-kits for models from a Speed 400 racer and sailplane, to multi-motor scale ships. Contact ModelAir-Tech at P. O. Box 12033, Hauppauge, NY 11788-0818(516)-979-1475 for a catalog.

Astro Flight

Astro Flight has gone microprocessor crazy - not only for speed controls, but also chargers. Since our last issue, they have released more members of their microprocessor speed control family, including the 205D and 207D - digital replacements for the older 205 and 207 controls. These are smaller and lighter than the units they replace. I saw some of them in use at the Celebration of Silent Flight. Just released are microprocessor based updates to the 115 AC/DC charger (115D), as well as a new 114D and 116D. These are all 1- 8 cell peak detectors. Coming in June is the newest incarnation of the trusty Model 110. The 110D will charge 1-18 cells from a 12V source. It has a two line LCD display showing current and voltage, time and total mAh put into a battery during a charge. The voltage booster is much more efficient and the fan added to the 110XL has been deleted as it's not needed any more. It has a trickle mode which is a 400 mA fixed rate, peak detecting, with a 5 hour time-out (if no peak in 5 hours, it shuts off anyway) and a 1-5 Amp fast charge rate with a 45 minute time out. Slated for later in the summer is a 111D, which has all the features of the 110D, plus the ability to run equally well on AC or DC.

This is an exciting development because the existing 111XL can only charge 8 cells on the AC side and has a fixed 4.5 A output.

Bob also reminded me that the 112PK is still in production for those who need to charge more than 18 cells, and will be until a 112D-equivalent comes out, perhaps next year. For more info, contact Astro Flight at 13311 Beach Avenue, Marina Del Rey, CA 90292; (310) 821-6242.

Stream, Inc.

The Stream Akro-Sport 25E that I mentioned in the last issue is now out. Mine arrived at the end of April. Looking inside I found another very good drawing and generally good wood. I was disappointed in the complexity of it, though. Except for sheet tail feathers, it is essentially a smaller Schneider Sport in construction - which means rather more pieces than I expected and consequently more building time. It seems to be more than adequately strong. I was pleasantly surprised by the fiberglass cowl rather than ABS as in the Schneider Sport. (Stream Incorporated, P. O. Box 1113, Newport News, VA 23601.)

Electric Flight International

There is now an English language magazine devoted to our favourite power source. It is produced in England by Traplet Publications and is called Electric Flight International. It is published bi-monthly and covers all phases of E-power from sailplanes to scale to racing to F5B competition. Two of the four issues to date have included full sized plans. I made my first international phone call in order to subscribe, and by putting it on a bankcard you don't have to worry about currency exchanges. I subscribed for two years, and it was about \$68. When you consider overseas mailing, that doesn't sound too bad. If you can find it on a newsstand, the cover price is \$6 in the US. If you call, remember they are 8 time zones ahead of us on the west coast. It was quite odd to call at 5:30 in the morning and have the English lady on the other end answer "Good afternoon, Traplet Publications". Traplet may be reached at Traplet Publications Ltd., Traplet House, Sevem Drive, Upton-upon-Severn, Worcestershire, WR8 0JL, England or (01684) 594505. If you are dialing direct, the country code is 44.

**This one's
for Jeff!!!**

