

the

er  
e  
e  
p  
m  
A

April		The EFO Officers	2025
<b>President:</b> Ken Myers 1911 Bradshaw Ct. Commerce Twp, MI 48390 Phone: 248.669.8124	<b>Vice-President:</b> Keith Shaw 2756 Elmwood Ann Arbor, MI 48104 Phone: 734-973-6309	<b>Secretary/Treasurer:</b> Rick Sawicki 5089 Ledgewood Ct. W. Commerce Twp., MI 48382 Phone: 248.685.7056	
<b>Board of Director:</b> David Stacer PO Box 75313 Salem, MI 48175 Phone: 313.318.3288	<b>Board of Director:</b> Arthur Deane 21690 Bedford Dr. Northville, MI 48167 Phone: 248.348.2058	<b>Ampeer Editor:</b> Ken Myers 1911 Bradshaw Ct. Walled Lake, MI 48390 Phone: 248.669.8124	
No Mailed Ampeer Subscriptions	Zoom EFO Meeting: Wed., April 9, 2025 Time: 7:30 p.m., Place: On Zoom		

**What's In This Issue:**  
 Upcoming EFO Meetings - The March 2025 EFO Zoom Meeting - Change of Email Address Requested - Indoor Flying in Brighton Information - Indoor Flying in Pontiac Info - The DEERC RC Plane, 2.4GHZ Remote Control Airplane W/ 3 Batteries - Upcoming Keith Shaw Birthday Party Fly-in - 41st Annual Mid-Am Info - Upcoming Toledo R/C Swap Meet & Expo Info - Upcoming Events

**A Note On Upcoming EFO Meetings**

The next EFO meeting will be via Zoom on Wednesday, April 9, at 7:30 p.m. EST.

EFO members will be sent an email with the Zoom link.

If you'd like to join us, send me an email to [kmyersefo@mac.com](mailto:kmyersefo@mac.com) and I'll add you to the meeting notification list.

See you on Zoom in April, Ken

**The March 2025 EFO Zoom Meeting**

The monthly EFO meeting was held on Zoom on Wednesday, March 12, at 7:30 p.m.

The sharing and discussions ping-ponged through many topics, and it was great to see everyone.

Ken started the meeting by noting that the sanction for the 41st Annual Mid-America Flies had been approved for Saturday, July 12 and Sunday, July 13, 2025. Full information is in this issue.

I am pleased to announce that our great cooks, **Denny Sumner** and **Dave Stacer**,

have again volunteered, so great eats will again be the order of the day.

**Roger Wilfong** lead the discussion into some interesting projects.

He noted that a German grocery store, Lidl, also sold some interesting and inexpensive foam gliders. He noted that they might make some interesting conversions to electric RC. Unfortunately, the Lidl stores in the USA don't carry them.

He noted that Amazon carries many quite similar designs.

<https://www.amazon.com/dp/B0BYVDN79P>

He also noted that there are several threads on RC Groups where more information on the Lidl gliders is available.

We discussed these types of planes for awhile, while several of us brought up link on Amazon.

As Ken was scrolling the page he brought an interesting plane to the attention of the members present.

It was the DEERC RC Plane, 2.4GHZ Remote Control Airplane W/ 3 Batteries. [https://www.amazon.com/dp/B0BVPVD661/ref=sspa\\_dk\\_detail\\_0?](https://www.amazon.com/dp/B0BVPVD661/ref=sspa_dk_detail_0?)

This type of plane uses differential thrust for “steering” and the motors’ thrust for “elevation”.

That reminded Ken of the great time that we had back at the February 2006 EFO meeting when we flew our differential thrust Air Hog biplanes in **Rick Sawacki’s** basement.

Ken shared his version, which he still has, from “way back then”.



Here are a couple of links in the *Ampeer* to the original Air Hogs information.

Receivers, Air Hogs motors & More

<https://theampeer.org/ampeer/ampmar03/ampmar03.htm#HOG>

Review: Air Hogs' Aero Ace

<https://theampeer.org/ampeer/ampdec05/ampdec05.htm#ACE>

Roger noted that he’s been having a lot of fun with his differential controlled eagle, which was noted in last month’s *Ampeer*.

<https://theampeer.org/ampeer/ampmar25/ampmar25.htm>

Rick noted that the DEERC RC Biplane was on sale for 20% off.

Well, I ordered one right after the meeting.

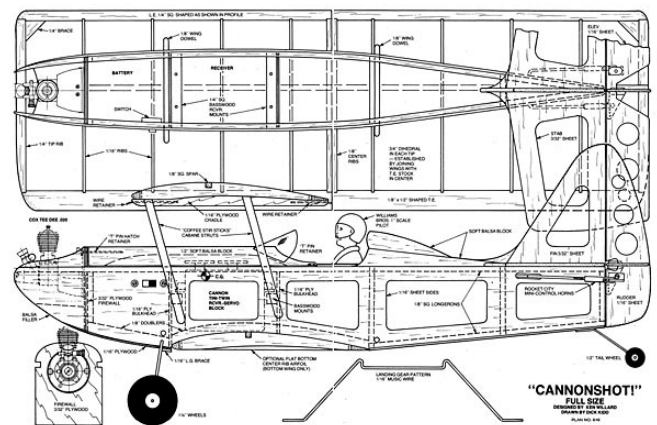
It should be fun!



Roger, with his eagle from the February meeting.

**Denny Sumner** noted that he’s working on a Ken Willard designed CannonShot. He got the plans from the Outerzone.

[https://outerzone.co.uk/plan\\_details.asp?ID=1247](https://outerzone.co.uk/plan_details.asp?ID=1247)



For this 16” biplane, Denny has ordered a Horizon Hobby UMX Brick with ESC. He’d already acquired a small motor and LiPos.

The original power, back in 1976, was a Cox TD 0.20.

Rick reported that the Rib Crackers are now defunct. He was told by some former members, who were joining the UFO, that Rib Cracker members found the flying field, on Rushton Rd., in South Lyon, MI, too rough to be usable.

There was some general discussion about how hard it is to get new members for all of the clubs in our area. Rick noted that the vast majority of new

members, joining the UFO, were members of other local clubs that were dissatisfied with their clubs for one reason or another. Only a small handful were actually “new to RC”.

We also discussed some of the unrealistic expectations that beginners have when first entering the hobby.

For a final chuckle, we watched the “RC Flying Newbie” video again.

<https://www.youtube.com/watch?v=hx5Es0bnulM>

Oh, how times haven't changed! :-(

See you in April on Zoom.

### **Change of Email Address Requested**

By Ken Myers

A reminder for *Ampeer* subscribers. If you wish to continue receiving the monthly notice, please update your email address whenever you change it.

Thanks,  
Ken

### **Indoor Flying in Brighton Information**

Indoor flying started at the Legacy Center on Wednesday October 9th. The flying time is 12:30 to 2:30 p.m. The Legacy Center Website is:

[legacycentermichigan.com](http://legacycentermichigan.com)

Address: Legacy Center, 9299 Goble Dr, Brighton, MI 48116

### **Indoor Flying in Pontiac Info**

Indoor flying in Pontiac started on Tuesday, October 15th and continues on Tuesdays through April 15, 2025.

Full Information can be found at the following link.

<http://www.skymasters.org/index.php?page=events&type=detail&event=indoor>

Join us for indoor flying on Tuesdays throughout the winter! 9AM - 12PM. United Wholesale Mortgage Sports Complex is our host site. Located at 867 South Blvd in Pontiac, the facility features a 365 foot by 260 foot flying area with ceiling heights from 45 to 75 feet!

Weekly Indoor Flying is scheduled for Tuesdays from October 15, 2024 thru April 15, 2025 9:00 a.m. to noon.

A single flying session is \$10 and a 25 session season pass is \$150.

The Skymasters' Indoor Rules for 2024/2025 are linked here.

[https://theampeer.org/2024-2025\\_Indoor\\_Rules.pdf](https://theampeer.org/2024-2025_Indoor_Rules.pdf)

### **As a reminder:**

1. Aircraft can weigh no more than 1-1/2 pounds All Up Weight. Helicopters & multi-rotor copters are limited to 250 maximum size. All aircraft must be powered by no more than a single 3 cell (11.1 volt) 1000 mAh battery.
2. First Person View-FPV is limited to micro quadcopters powered by a single cell battery (Max 500 mAh).

A quick reminder that indoor flying starts on Tuesday morning (Oct. 15th)! Remember we will be flying up front in the smaller room for the first two weeks. Please still park in the back.

<http://www.skymasters.org/index.php?page=events&id=16641>

Pete Foss

### **The DEERC RC Plane, 2.4GHZ Remote Control Airplane W/ 3 Batteries**

The plane arrived about 5:30 p.m. on Thursday March 13, 2025.

I did not measure the voltage of each of the three single-cell 3.7V 185mAh LiPos when they arrived. It did not take long to charge them on the USB single cell LiPo type chargers that were provided. There were two of these chargers provided. A USB phone charger is required to power the provided USB LiPo single-cell chargers.

By 6 p.m. the plane was unpacked and “flying” in my side yard.

There was no wind to speak of for the test hops, as well as plenty of daylight left, thanks to Daylight Saving happening last weekend.

It “flies” okay for a differential thrust plane, and it is quite maneuverable. It “flies” with a very high angle of attack, but that was fine, once I got used to the visual of the high angle of attack being okay.

The power is good and can actually be speeded up with a button on the top, left of the 2.4GHz transmitter.

The button on the top, right of the transmitter turns the LEDs on and off.

A 0.5g paper clip, with a piece of Scotch Tape taped on, was added for the 2nd flight. It helped some to keep the aircraft from porpoising. Judicious use of the the throttle also helped. If it started porpoising too much, going into a turn either way and lowering the throttle some settled it right down coming out of a turn.

I also tried a heavier paper clip, but it didn’t seem to help and it seemed to be too much nose weight.

It was easy to maneuver in my small side yard and fly it around a larger tree near the road, over the raised garden area and out over the cul-de-sac. Figure 8s, both right and left were easy to do in the small area.

Three flights were completed to the point that the LEDs, on the bottom of the fuselage, started blinking. The battery shuts off automatically at a certain point, as I found out on the first flight.

After flying, and a bit of resting, I measured the voltages of the three single-cell 3.7V 185mAh LiPos; 3.476V, 3.586V and 3.450V.

That is really too low for a storage voltage.



The markings on the USB charger read; Input 5.0V 0.5A-2.0A followed by a don’t throw in the trash symbol and Output 3.7V/600mA.

I had not looked at the chargers before the initial charge on each battery. Since the initial charge did not take very long, I thought that amp input, charge rate, might be a bit high for these small cells, but I did not expect to see a 3.25C charge rate.

I charged each battery, on the provided chargers, for 10 minutes and let them rest. After a bit of time the voltages were; 3.958V, 3.931V and 3.925V.

I put them in a LiPo Sack over night. In the morning the voltages were; 3.939V, 3.897V and 3.915V. That was still a bit high for a good storage charge, but I left them there.

The LiPos were not marked with identifying marks, therefore the voltages do NOT correspond to order shown and are just used as a batch reference.

It was extremely difficult to connect and disconnect the battery connectors to and from the onboard electronics connector.

The wire on the battery, and coming from the onboard electronics, is very, very, very stiff. This makes connecting and disconnecting the battery extremely difficult.



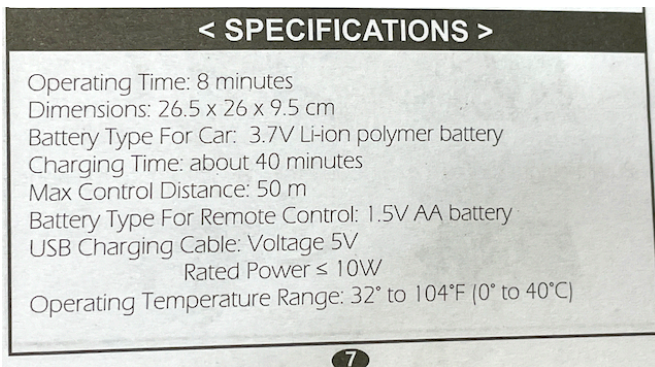
The photo shows what come in the box; the assembled airframe, 2.4GHz transmitter, 3 3.7V 185mAh LiPos, a battery care info sheet, a wind warning info sheet, a screw driver for the screw on

the Tx battery box, 2 extra props, the landing gear, and the hard to read instruction manual.

The plastic packing box, inside the exterior box, is not shown.

Three AA size alkaline batteries are required to be supplied by the user.

### **The Specifications, as noted in the instruction manual.**



### **Measured Weights**

Paper clip with small piece of tape: 0.5g

Airframe w/batt. & no landing gear: 24.9g

Battery: 4.8g

Wing Span: ~10-3/16"

The instruction manual is difficult to read because the font is small and gray. It also contains some generic information that does not apply to this set. One note says that a balance charger should always be used with LiPos, but these are single cell batteries.

The specifications note that to charge an "empty" battery to full should take about 40 minutes. With a charge rate of 3.25C, that means about 15 minutes!

### **Cons:**

1. Supplied battery chargers appear to be charging at an excessive rate, which is not good for battery life.
2. The battery shape and dimensions must match the supplied battery. Other small, single cell LiPos cannot be used.
3. The battery does not fit easily or well into the battery box area of the fuselage.
4. The battery connectors are ridiculously difficult to connect and disconnect.

5. The wire on the battery and from the onboard electronics is very stiff and makes inserting a battery in the fuselage's battery box very difficult.
6. Attempting to install the battery is very difficult and has to be done at "just the right" angle.
7. The printed information lacks a majority of what has become known as the "best practices" for the operation, charging and safe storage of LiPo batteries.
8. It was difficult to figure out how the battery box cover, on the fuselage, actually opened.

### **Pros:**

1. It works really well, for what it is.
2. It is pretty much indestructible because it is made from a soft foam material.
3. It can be flown by an absolute beginner, once they get a handle on the fine motor skills required to fly with differential thrust, but they shouldn't destroy it while learning.
4. Paring/Binding is super simple; turn on plane, turn on transmitter, run left throttle stick to the top and back, done.

While I am not happy with their provided info regarding battery care and feeding, as well as some of the design aspects of the plane, and the poor instructions, I plan to enjoy flying this plane at indoor venues and in the side yard on windless evenings. It really is a lot of fun.

## **The Upcoming Keith Shaw Birthday Party Electric Fly-in 2025**

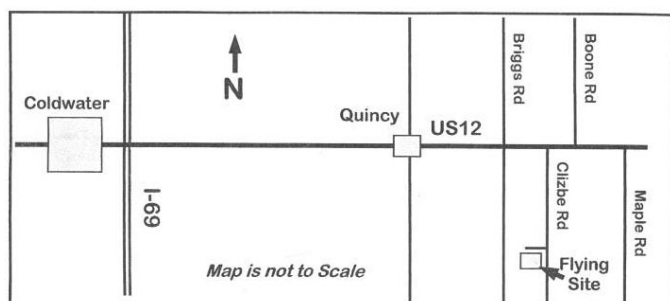
The Balsa Butchers are hosting the "Keith Shaw Birthday Party Electric Fly-In", for the 23rd year, at their field near Coldwater, MI. The event takes place on Saturday, **May 31, 2025**. It is a one day event.

The event consists of Open Electric Flying with a "Special Guest of Honor Theme", Happy Birthday Keith Shaw [June 6].

Enjoy a day with the "Pioneering Master of Electric R/C Flight". 9 a.m. - 4 p.m., Saturday. NO LANDING FEE! Donations for field maintenance and lunch appreciated.

For additional information contact;  
Contest Director: Dave Grife - E-mail:  
grifed@yahoo.com or Phone: 517-677-9978  
Please e-mail or call with any questions.

The field will be open for guests to fly on Sunday as well.



### 41st Annual Mid-America Electric Flies 2025 & FREE Open Air Swap Meet

(See Swap Meet Note at the end of this announcement.)

AMA Sanctioned Event (Proof of AMA membership required to fly - Sorry MAAC membership is no longer accepted)

**Saturday, July 12 & Sunday, July 13, 2025**

Hosted by the:

**Ann Arbor Falcons, Electric Flyers Only and The Midwest RC Society**

The 7 Mile Rd. Flying Site, Salem Twp., MI, is Provided by the:

**Midwest R/C Society**

Contest Directors are:

**Ken Myers** phone (248) 669-8124 or email  
kmyersefo@mac.org

**Website for updates:**

<http://www.theampeer.org> for updates & info

**Keith Shaw** (734) 973-6309

Flying both days is at the Midwest R/C Society Flying Field - 7 Mile Rd., Salem Twp., MI

Registration: 9 A.M. **Saturday**

Event Flying from 10 A.M. to 4 P.M. Saturday

Open Flying 10 A.M. Until You Leave Sunday

**(Open Flying Saturday after the Event & All Day Sunday  
There are NO SCHEDULED EVENTS on Sunday, just open electric flying)**

**No Pilot Landing Fee**

**Donations will be gladly accepted**

**No Parking Donation Will Be Requested from Spectators or Those Participating in the Open Air Swap Shop**

**Donations to Midwest will be gladly accepted from Spectators and Open Air Swappers**

**Awards on Saturday Only!**

Best Scale

Most Beautiful

Best Mini-Electric

Best Multi-motor

Best Sport Plane

Foam Flurry for NCM aircraft

CDs' Choice

Planes Must Fly To Be Considered for Any Award Plaques for the winner in each category

The Field is Open for Open Flying All Day Friday Night Flying Possible, Weather Permitting, Friday & Saturday Nights

**Field Lunch is provided** to pilots and friends (hot dogs, chips, water or pop) Available on Saturday  
**Field Dinner is provided** (Burgers, Brats on Saturday evening for Pilots & Their Guests)

Come and join us for two days of fun and relaxed electric flying.

**The NCM (Not Conventional Materials) Event**

Traditionally, model aircraft airframes have been mostly constructed from balsa wood, plywood, spruce, and fiberglass. For the purposes of this meet, NCM airframes are mostly constructed from not conventional materials i.e.; sheet foam, foam

board, cardboard, block foam, foam insulation material, etc.

**Foam Flurry for NCM aircraft:** This is a true event. It is based upon the all up/last down event of early electric meets. Any NCM aircraft may be used (no ARF types). Power systems are limited to a maximum of 3S (no paralleling) LiPo batteries or 4S maximum, no paralleling, for A123 packs. All planes qualifying for this event will launch at the same time, and the last one to land will be declared the winner.

**VERY IMPORTANT REMINDER FOR 2025 -  
THE FLYING FIELD ENTRANCE TO THE  
MIDWEST FLYING FIELD CHANGED FIVE  
YEARS AGO!**

The old entrance to the Midwest RC Society flying field is **permanently closed!!! DO NOT ATTEMPT TO USE IT!!!**



**This is what the flying field entrance looks like.  
Please Drive SAFELY**

The field entrance is on the north side of Seven Mile Road about 1.5 Miles west of Currie Rd. entrance is on the north side of Seven Mile Road about 1.6 Miles west of Currie Rd.

The address is 7621 Seven Mile Road, Northville, MI 48167. The entrance is through a private residence drive and out past the barn.

How to enter the flying field, by going past the farm buildings, is shown in the following photo.



**Directions from Google Maps to the flying field**

<https://www.google.com/maps/place/MIDWEST+R%2FC+SOCIETY/@42.422025,-83.6170775,805m/data=!3m1!1e3!4m13!1m7!3m6!1s0x8823559bdf962b57:0xd100df97d9dcebf112s7419+7+Mile+Rd,+Northville,+MI+48167!3b1!8m2!3d42.4187058!4d-83.6190072!3m4!1s0x882355a2c9e29cb5:0xaaaf592068692b984!8m2!3d42.422025!4d-83.6148888?hl=en>

To locate the Midwest R/C Society 7 Mile Rd. flying field, site of the Mid-America Electric Flies, use the link for the map above.

Because of their convenient location and the easy drive to the flying field, the Comfort Suites and Holiday Inn Express in Wixom, MI have been added to the hotels' listing. They are only 10 miles northeast of the field and located near I-96 and Wixom Road. See the map-hotel .pdf for more details.

<http://www.theampeer.org/map-hotels.pdf>

**Open Air Swap Meet**

There is a designated area for swappers. Please check-in at the event registration table before setting up. Someone from registration will point out where you may set up. Bring your own table(s) and chair(s).

There is no swap meet fee. A donation to the Midwest RC Society, for the use of their flying field, would be greatly appreciated.

**Upcoming E-vents**

**Indoor Flying in Brighton on Wednesdays** (info in this issue)

**Indoor Flying in Pontiac on Tuesdays** (info in this issue)

**Wednesday, April 9**, 7:30 p.m. EFO Zoom meeting, members notified via email notice. Any interested persons can contact me via [kmyersefo@mac.com](mailto:kmyersefo@mac.com) and I will add your name to the meeting list.

**Upcoming Toledo R/C Swap Meet & Expo**

Friday, April 4 & Saturday, April 5, 2025

9:00AM - 5:00PM FRIDAY

9:00AM - 2:00PM SATURDAY

Glass City Center - Main Floor

401 Jefferson Ave.

Toledo, OH

Admission: \$10

[www.ToledoRCSwapMeet.com](http://www.ToledoRCSwapMeet.com)

[www.facebook.com/groups/ToledoRCSwapMeet/](http://www.facebook.com/groups/ToledoRCSwapMeet/)

Manufactures, Distributors, and Businesses Welcome!

Questions Contact:

Hank Rauhaus

Phone: 330-419-2029

request info at: [info@toledorcswapmeet.com](mailto:info@toledorcswapmeet.com)



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

**Upcoming April Zoom Meeting:**

**Date:** Wednesday, April 9 **Time:** 7:30 p.m.

**Place:** Zoom