

Ampeer

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Ampeer subscriptions are \$10 a year US & Canada and \$17 a year world wide.	The Next Meeting: Date: Sunday, August 6, 2000 Time: 9:30 A.M. Place: RCCD Field – see map in this issue	

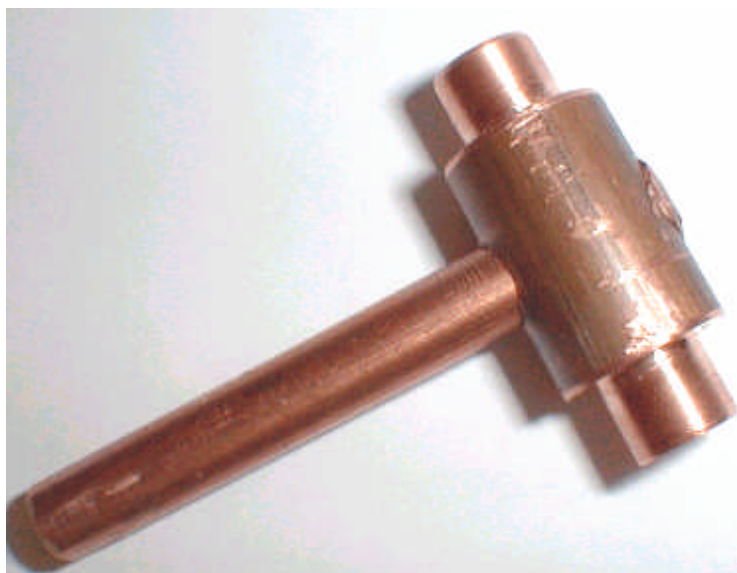
What's In This Issue:
 Soldering Tip – Q-Tee & More – 3 Hots – Fan Test Results – Aviation Giggles – More
 Ehistory – Upcoming MISS Contest/EFO Demo – New RCB kits – LT-25 rating – More X250
 info – Upcoming EFO meetings – Supplier Praise – Q-500 – ECL? - X32b – Flying Big – Fenix

Hammer Head Soldering Tip, Again
 Charlie White
 4420 Ladera Street
 San Diego CA 92107
 619-223-8903
(via eflight mailing list)

pushing the two batteries together - very simple and very easy.
 The hammer head tip it attached to a 1 1/8 inch shank that fits into the Weller

I machine these tips from 1/2 diameter copper stock a 1 1/2 in. long soldering tip that resembles a hammer with two heads that are opposed to one another on a horizontal plane.

When you solder two batteries together (+ to -), place them into a V block. V block is simply a wooden block with a V cut the length of the block about 1/2 to 3/4 in. deep into which you place the batteries to be soldered. With the hammer head tip, you place one end on the + terminal and the opposite tip on the - terminal. Next, hold to tip in position for 3 to 5 seconds, pull the tip up and away while



SP40 soldering iron heat collar. The hammer head soldering tip will only fit the Weller SP40 soldering iron.

I sell these tips for \$6. This includes Shipping & Handling.

Return of Some Airtronics Kits

By Ken Myers

Dream Catcher Hobby, Inc. now has the rights to Airtronics kits. At one time, I preferred the Airtronics kits to anything on the market. Long before the days of laser cutting, these kits were produced to fall out of the box and be glued together. I had the Gere Sport, S-Tee, Acro Star (an all-time favorite!), Olympic 650 and Olympic II. My wife's Olympic II is still looking good and flyable with a new receiver put in it. My Oly 650 is in the cue for refurbishing, although it is flyable now.

My Oly 650 was my first glider-type conversion. Many folks were coming to the field with Goldberg Electras and Airtronic Eclipses and I need some "glider" experience to help them. While the Eclipse was a converted Oly 650, I had the Oly 650 kit in stock at the hobby shop I was working at. Mine is powered by an Astro Flight 05 direct drive with a 6x4 Cox gray prop and 7 1200SC cells. This sounds like an odd combination, but it is a real winner (as the guys down in Lakeland, Florida in 1986). Today, I fly it as a sport plane; looping, rolling, stall turning and inverted flight. It flies so long in dead air that a club I belonged to started a 20 minute pin rule just because of it!

While I have not physically seen the new versions of the Airtronics kits, they should be quite good. On the web site at <http://www.dchobby.com> the following note appears: "The kits that we re-introduce from the previously produced by Airtronics kit line, will be called the Millennium Series[®]. The decision has been made, we will Laser cut some parts for these kits. Laser cutting is not the best method for all parts, so we will produce these kits using a combination of Laser cutting, CNC routing and Machine sanding. This approach will allow us to continue to produce the highest quality kits possible."

They have a Q-Tee kit available with electric motor (geared 280) as well as the stock Q-Tee. They have short

kits of the Eclipse and Olympic 650. While not noted, as memory serves me correctly the Monarch 05 was in the same family as the Eclipse/Oly 650, but it had conventional landing gear and used a geared 05. There is a photo of one on their site.

Specs for the glow version Q-Tee from the Dream Catcher Website:

(Which can be converted to a S-Tee by mounting the wing on the shoulder and adding the turtle deck. There is a photo of the S-Tee on their site.)

Aircraft type: Sport 1/2A

Type of construction: Balsa & spruce built up wing, balsa built up tail.

Radio required: 2 channel, standard sized equipment, micro system recommended.

Hardware package: All hardware and push rods are included.

Building plans: Full size. Complete Photo Illustrated Instructions.

Specs: Wing Span 36"

Wing Area 252 ins/sq

Weight 16+ ozs.

Wing Loading 9.2+ ozs. per Sq. Ft. Min.

Airfoil Flat bottomed, 9% section

I chose to present the glow version specs, as you may prefer to do your own conversion, since their conversion would be a tad underpowered by MY standards. With about the same wing area as my Lightening E-250 and the SR Batteries X-250, my choice of power plant would be the Multiplex Turbo 450 and seven 2000mAh NiMH cells turning a 7x4 APC. Also, I'd very much consider turning it into a S-Tee and adding ailerons, but hey, I'm a wild and crazy guy. ;-)

To learn more about their planes and accessories, visit the web site at <http://www.dchobbies.com> or contact:

Dream Catcher Hobby, Inc.
Kit Manufacturer
Kit sales & Supplies
P. O. Box 77, Bristol, IN 46507
USA
1-219-523-1938

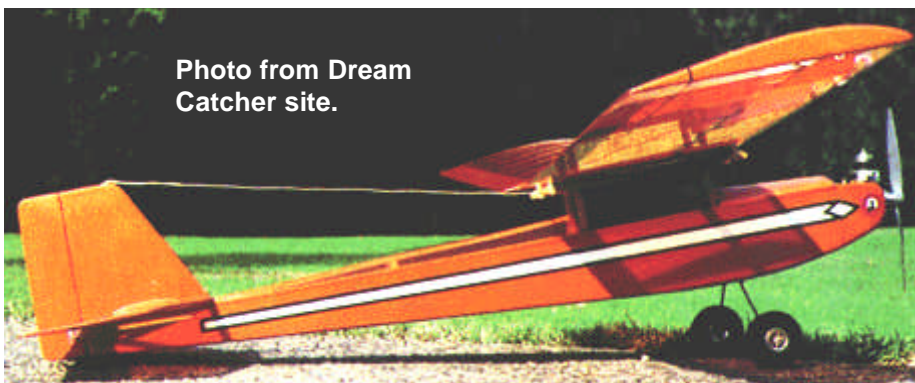
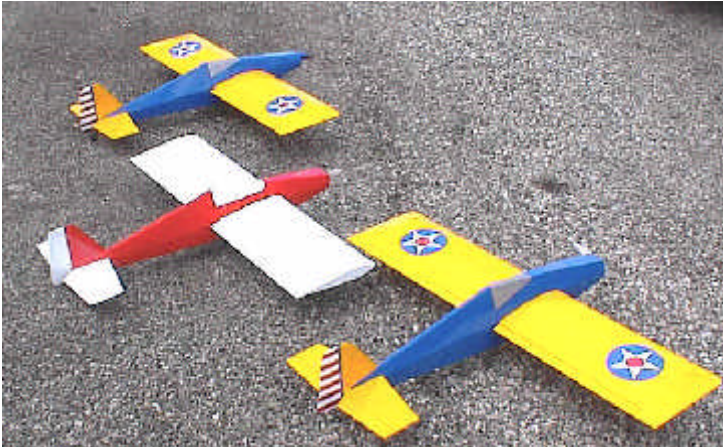


Photo from Dream Catcher site.

Three Electric Hots

From: Lee Richter LRich84542

I thought you might like to see what we are currently here in rain soaked Wisconsin. These 3 Electric Hots really fly great. They all have FAI - Astro 05's on 7 - 1700mAh cells. Weight is 38 ounces, prop size 7x4 with a Span of 34 inches. All have different speed controllers.

**Some Fan Test Results**

From: Tord S. Eriksson

Ovralidsg.25:5, S-422 47 Hisings Backa,
Swedentord@natverkstan.net

If reply difficulties - use tord@mindless.com

A few months back I acquired two 600-size podded fans from Graupner, that I decided could do with some more power, and as long as the motors use 1/8" (3.2mm) shafts anything goes, within reason.

After having communication problems with AstroBob I reverted back to the now discontinued Aveox 1114/4Y. This motor is much smaller diameter than any 600 motor I know of (looking most like a 480), but that is a blessing here as it allows cooling air to pass on all sides around the motor. No problem of overheating ever!

It was a little time consuming to make the motor fireway cum lid for the fan to fit the Aveox, but a small Dremel router and a countersink fixed that easily, after I'd found out how to!

Gordy Cells

From: Gordy Stahl GordySoar@aol.com

Gordy Stahl
9303 LeBeau Ct
Louisville Ky 40299
502-491- 5001

I had made a trial fit in Graupner's smaller (2") podded fan (designed for 400s - thus ideal for 1114/4Y), but I needed a higher load, thus either a bigger fan or a bigger battery! My conclusion, after having flown the 3" fan on a Zagi THL foam glider wing was that it wasn't optimum for a THL, but OK! In other words, with an 8 x 500AR pack you're better off with a propeller, even if the landing outs are much easier now! Stop the fan and land, as simple as that!

The next step towards perfection will be a Mongo Jr flying wing and eventually two Graupner 3" fans : -)! Around 12 x RC2000 would be ideal, I think, and we'll surely have vertical performance immediately!

As so often with electric power, one easily forgets to keep the wingloading in check, so slow speed glide ratios are never impressive, and this certainly was the case with the Zagi THL, which eventually weighed more than my old Zagi LE!

As it needs more batteries to get decent flight times, weight would go through the roof in no time! I guesstimate the flight times to about 4 minutes after one charge, too little for my liking and yet no sparking performance!

The reason I tend to experiment with foam models is that the prototyping is so fast, compared to conventional built-up designs! A day, at the most, at the building board and you have a new model to play with : -)!

If you find a combination that works perfectly, just make a glassed, or built-up copy, if it is super lightness and finish you want!

Some industrious guys makes perfect finished foamies. I don't, but Oracover sure helps the process along to that goal!

Tord,
Sweden

Aviation Giggles

A lot of these kinds of things appear on the Internet and newsletters. I don't reprint them here very often, but some of these brought a smile, so I thought I'd share them.

RULES OF THE AIR

(from Australian Aviation magazine):

1. Every takeoff is optional. Every landing is mandatory.
2. If you push the stick forward, the houses get bigger. If you pull the stick back, they get smaller. That is, unless you keep pulling the stick all the way back, then they get

bigger again.

3. Flying isn't dangerous. Crashing is what's dangerous.
4. It's always better to be down here wishing you were up there than up there wishing you were down here.
5. The ONLY time you have too much fuel is when you're on fire.
6. The propeller is just a big fan in front of the plane used to keep the pilot cool. When it stops, you can actually watch the pilot start sweating.
7. When in doubt, hold on to your altitude. No one has ever collided with the sky.
8. A 'good' landing is one from which you can walk away. A 'great' landing is one after which they can use the plane again.
9. Learn from the mistakes of others. You won't live long enough to make all of them yourself.
10. You know you've landed with the wheels up if it takes full power to taxi to the ramp.
11. The probability of survival is inversely proportional to the angle of arrival. Large angle of arrival, small probability of survival and vice versa.
12. Never let an aircraft take you somewhere your brain didn't get to five minutes earlier.
13. Stay out of clouds. The silver lining everyone keeps talking about might be another airplane going in the opposite direction. Reliable sources also report that mountains have been known to hide out in clouds.
14. Always try to keep the number of landings you make equal to the number of take offs you've made.
15. There are three simple rules for making a smooth landing. Unfortunately no one knows what they are.
16. You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before you empty the bag of luck.
17. Helicopters can't fly; they're just so ugly the earth repels them.
18. If all you can see out of the window is ground that's going round and round and all you can hear is commotion coming from the passenger compartment, things are not at all as they should be.
19. In the ongoing battle between objects made of aluminum going hundreds of miles per hour and the ground going zero miles per hour, the ground has yet to lose.
20. Good judgment comes from experience. Unfortunately, the experience usually comes from bad judgment.
21. It's always a good idea to keep the pointy end going forward as much as possible.
22. Keep looking around. There's always something you've missed.

23. Remember, gravity is not just a good idea. It's the law. And it's not subject to repeal.

24. The three most useless things to a pilot are the altitude above you, runway behind you and a tenth of a second ago.

25. There are old pilots and there are bold pilots. There are, however, no old bold pilots.

Thanks Keith Shaw for the forward. Several really apply to us "grounded pilots" as well!

More Electric History

From: George Sparhawk sparg@juno.com

Dear Ken,

Sometime in the '30s when I was just starting to make solid airplane models my father gave me a book titled Building and Flying Model Airplanes published in 1928.

Chapter XXI-"How To Make A Compressed Air Engine" states "In the national tournaments conducted by the Playground and Recreation Assoc. of America, Inc, limitations of size are put upon all models competing. The limit of 48" would hardly permit the use of gasoline, steam or carbon dioxide. Electricity, because it requires the addition of batteries, is too heavy for most flying models, and its use is generally confined to exhibition models. Thus, through a process of elimination, compressed air is arrived at as the most practical form of dynamic energy for models other than twisted rubber."

The rest of the chapter gives instructions for making a compressed air engine. Thought this might be of interest for your history book.

Wow. This history information you folks are sending is great. Hopefully, this summer, I'll start to get it all together to deliver to the AMA. They certainly do need it. I suppose the fellow I talked to last year thinks I've given up, but it all takes time. Thanks for everyone's input so far. Ken

MISS Contest/EFO Demo

From: Al Sorensen RCWED@aol.com

The MISS soaring club will be holding their second annual contest at **Camp Dearborn** on **August 20, 2000**. We're hoping for it to be bigger and better this year. I would like to again invite members of EFO to join us this year.

I hope you folks will be available this year and look forward to seeing you again.

(This is their soaring contest but electric fliers will be putting on demos between rounds and after the official contest. All area eflers are invited to join us. KM)

RCB Kits Update

Rob Bulk

RBCKits

rbckits@cistron.nl

<http://rbckits.www.cistron.nl>Proeftuin 40 2771MT Boskoop Netherlands
tel 0031 (0)172-231869 Fax 0031 (0)172-231866**Beaufighter for twin S-400 geared**

Hello Everybody,

RBCKits has updated their homepage with the new Bristol Beaufighter, Skyray, Tlizzie and the MicroBipe. Also, we have a preview of some new designs. So have a look and enjoy. Greetings and happy flying, Rob.

**MicroBipe for S-400 Geared**

(Please note that in the USA many of the fine RCB kits are available from Specialized Model Supply, P.O. Box 1336, Crystal Lake, IL 60039-1336 Phone: 815-444-8279

All photos from RCB website. KM)

**480 Powered EDF Skyray****RATING SIG KADET LT-25 FOUR (4) STARS**From: Plenny Bates plennyb@home.com

SIG KADET LT-25 Four (4) star rating

Type: High wing sport/aileron trainer**Mfg:** Sig**Source:** New Creations R/C, 409.856.4630 or www.newcreations-rc.com**Airframe Weight:** 43 oz A friend has one that is 6-8 oz lighter.**Motor:** Astro 15 10 turn (sport wind) geared 2.38/1 (standard gear box) 9.5 oz. **Source:** New Creations R/C.**Battery(s):**

#1 Sanyo 2000 x14 Gordy Cells. (seen in this issue)

#2 Saft NiMH 3000x14 (2300 to 2400 at high draw)

Ralph Weaver <http://members.iquest.net/~weaverr/>**ESC:** Mfg. Astro 211 1-14 cells max. 65A **Source:** New Creations R/C**Prop:** Master Airscrew 12x8 Electric pulls 35 A max**Source:** New Creations R/C**Receiver:**

JR 649S PCM 1.5 oz 9 ch 5 used

Servos: Four (4) HS 81 MG (two servo wing) **Mfg.:**

Hitec

Changes:

Bolt on wing and pulled sides of the nose in to clean it up a bit.

All up weight with 14 Sanyo 2000's, 92.68 oz.

This is a great electric kit as it comes from the box. One might think this model was designed for electric if the plan did not show a glow engine in the nose. You can use everything in the kit but the plywood firewall. All three LT-25's in this area fly very well. The laser cutting is well done, so the kit assembles quickly. I have only one minor complaint, a first time builder who felt compelled to follow the instruction book might have a problem using the plan to space the spars rather than the

precision laser cut ribs.

I don't know why mine is 6-10 oz heavier than the other two in the area (Jon McVay and Bob Livin's son, Andy), as they all came out of the kit. My landing gear is from my departed Tiger Cat and it is larger. Both Jon and I used 14 cells and Bob is using 12 cells. In any case they all fly very well. Jon told me that he saw one that was modified a bit to look much like a Taylorcraft.

SR BATTERIES SR X250

36" SP 400 Sport Model

(Aileron Version)

By Clyde Geist

Via Silents Please

Edited by: Frank Dellamura

Fdellamura@aol.com

The Newsletter of

The Silent Electric Flyers of Long Island

You guys know me... I like to build. My advice to you is buy an X250, build it, admire it and fly it ... period.

When you buy it, you've acquired a carefully engineered airframe and a very complete kit, all of it is the highest quality and all there: wheels, push rods, control horns, canopy, building jigs and wing graphics. The high degree of prefabrication cuts assembly time to about 5 hours. Building the model will teach you some new unique methods or building skills.

100% of the balsa has been laser cut from super quality material. Everything else has been pre cut, shaped, bent or prefabricated to very high tolerances.

Included also is a 52 page highly illustrated instruction booklet to guide the beginner or expert.

I built mine exactly as suggested without exceptions.

As you admire "your new" SR X250 model you may reflect (as I did) on the X250's unique systems and methods. The wing, for example, uses a carbon rod spar and leading edge for strength without undue weight. The ribs just slide onto the spar and are stationed with the included spacer. Tack with thin CYA and it's on to the next step.

The 100% laser cut fuselage goes together in minutes. The tail surfaces are assembled from laser cut sheet parts too.

Despite its total covered weight of only 4.65 oz. the blend of laser cuts and composites produce a strong model.

Flight performance is very good. It practically leaps into the air. I needed to move the C.G. forward 1/4" (from the place, indicated on the plan, which improved the

balance on its landing gear and performance in the air.

The nose wheel is fixed yet the rudder is effective in taxi.

Hand launching this model is a challenge because of its low wing design. R.O.G. requires smooth dirt or pavement due to its large prop.

(Actually, I find hand launching it quite easy, the few times I've had to do it because the grass is too thick, long or wet. Mine takes off close cropped grass quite easily. KM)

Top speed is not blinding but vertical performance is strong, owing (I suppose) to the low pitch and high RPM propeller and the light (13 oz/sq.ft.). Wing loading. *(I plan to experiment with smaller and higher pitch props later. CG)* Just the same, it's a surprisingly spirited model that excels in low and close basic aerobatic maneuvers and doesn't take a lot of sky to perform. This takes some getting used to but is a decided advantage for an electric model.

I did crash it badly early on *(transmitter problems)*. The wing just can't break but the fuselage hit straight in and folded up. I repaired it in just one night with no loss of anything but its looks.

When you see me down at the field I'll let you fly it, and then you can judge the model for yourself. *(Me too. KM)* When you order one, you will find that Larry carries everything necessary to complete his X250 kit: motor, gearbox, prop, speed control, servos, radio, covering and . . . oh yes, the batteries.

Model Tech P-51

From: Dan Parsons danpars@worldnet.att.net



Ken, enjoyed seeing my notes and pictures of the A-20 and my Sea Fury in your June issue; thanks for including them. *(Absolutely my pleasure! KM)*

I'll be flying into Detroit on Friday for the Mid America electric bash. Sure wish I could have driven and brought my P-51 and Hellcat. But, it will be a bunch of fun and interesting seeing fliers from all over the US and what they are doing in electrics. I've been flying my P-51 and Hellcat quite a bit and have them going well, so now have them down for painting. Just finished the P-51 and had an in-

flight picture session today with Gary Kyle putting it right where I needed it for good pictures. This P-51 is from the Model Tech ARC kit which was designed as a slope soarer. It is an easy conversion to electric. Here are the specs: 50 in. wing span, approx. 3 sq.ft., 68 ounces., wing loading -22.6 oz./sq. ft. MaxCim motor, controller, gearbox, 2.5:1, 10- 1900 Sanyo cells. Very good flying machine and I'm getting around 6 min. flights doing aerobatics about 50% of the flight.

Multiplex & ALpex Rx Upgrade In Praise of a Supplier

From: Irvin J Cooper ijcooper@juno.com
To: Multiplex USA – Critter Bits cc: Ken Myers

Great service again Karlton !
I just got my ALpex Rx back from you, new crystal,

Upcoming EFO Events/Meetings

AUGUST 6th, 2000 DOUGLAS KURSINSKY MEMORIAL

This event will be held at the RCCD (Radio Control Club of Detroit) field. This is an AMA sanctioned event. We would like to see as many EFO members there as possible in memory of our good friend Doug.

August 20: See note earlier on MISS/EFO gathering

new program and its great for \$13 !!!!!!! All at your initiative rather than at my request.

I cannot fathom all the effort and expense you took at your own initiative to get all those little Alpex rx's upgraded. I do know that no one expected it. I for one got a new crystal and the new program for less than I expected a crystal to cost, and losing the crystal was my own fault.

I suddenly went from a \$29 piece of junk (my fault) to a valuable indoor / park flyer receiver through no effort of my own.

I took a few minutes and looked back over the orders I have had directly with you and your products I bought via your distributors etc.

Not to my surprise, I find I always got great products, value, and service, never a miss. I think it would be prudent of me and others to take a closer look at your offerings in the future and give Multiplex priority when buying EFlight items.

Thanks for your contributions to our sport.

It's Back!

At the June Midwest R/C meeting, **Ken Myers** brought in a Spickler Q-500 that he had just refurbished. The plane was originally built in 1988 or 1989. It flew for several seasons with a direct drive Astro Flight 25 and suffered a serious crash when someone returned the pin, but left their transmitter on. Ken repaired the

fuselage from years of hanger rash, including a move to a new house and a new marriage.

Once the fuselage was repaired, he recovered the fuselage with red Econocote, while leaving the vertical, horizontal and wing in the original yellow and red Micafilm. A canopy was added to finish it off, as well as red stripes on the wing and horizontal stab. It is now powered using an Astro Flight 25 geared 1.82:1 spinning an 11x8 prop using 15 Sanyo 1700SCR cells. 4-channels of an Airtronics 6-channel guide the plane. It flies well, and will be seen more at the field soon.

The stats are: 500 sq.in. of

RCCD FLYING FIELD



wing area, airframe weight 22 oz., motor & prop 14.4 oz., radio 10.8 oz., 3.47 sq.in. of wing area yielding 22.2 oz./sq.ft. Total weight: 77.2 ounces.



Electric Control Line

From: George Yatsko seadog@csnet.net

Ken,

I spent delightful hours surfing the EFO website and downloading the *AMPEER*.. I learned a lot, with lots more to go. However, I observed that very little space or attention was given to Control Line flying.

Providing control line flying free of nuisance noise and neighbors' complaints the problem we MUST solve to keep and maintain a promised town built and approved flying site.

We are looking for CL electrics (around 20 to 25 feet radius) to serve at the basic and intermediate skill levels only.

We have failed to find any coordinated effort in the USA, to provide electric control line flying (for ALL ages but) specifically targeted to those between the age of 6 and 16. It appears to us, that control line buffs, to date, and the electric community have missed an opportunity to develop economical electrics that could be flown in school yards, ball fields, football and soccer fields, parking lots and backyards worldwide.

We just want to give kids (youth of ALL ages) the chance to FEEL THE FUN OF FLIGHT. The simple, touchy, kinesthetic, sensory fun of flight, feeling it from the palm of your hand through the control lines to seeing the plane respond within a small dome overhead.

Our focused quest is that it MUST be kept SIMPLE (low expense too).

We are looking BEYOND (or is it in-between ? NO, it is instead of) the big power buffs of CL and the high tech, high cost of R/C. A very small niche indeed, but oh the rewards!!

We too believe "Fly the Future.. Fly Electric". We

urge it be expanded beyond R/C/Free Flight/Soaring and into CL. Can you help?

George Yatsko, Executive Officer
Hillsdale Flyers (AMA Charter 4210)
PO Box 32
Hillsdale, NJ 07642
hiflyers@csnet.net
Home: 140 Saddlewood Drive
Hillsdale, NJ 07642

phone 201 666 4565
fax 201 722 3876

PS; The web site is an inspiration to us all. It is OUTSTANDING!! (When I come back in a second li fe I will work on that skill. So much to do and so little time)

Great thoughts George! I believe that you are right. As a part of the electric community, I do see that we've not gone where we could to get the young involved. There have been folks who've delved into the CL aspect of this part of the hobby. I remember reading that Bob Hunt did some and so did the Black Sheep Squadron. Of course Fred Cronenwett had a great article in the December 1998 issue of the Ampeer, and more in the August '99 issue. The December '98 issue is available via email attachment in .pdf format by contacting me at KMyersEFO@aol.com. The August '99 issue is available through September 2000 online at <http://members.aol.com/KMyersEFO/page2.htm>. It's thrown out to you now, the electric community and writers for the national magazines. How about some electric control line designs in the mainline media? Of course, I'd be happy to publish ECL news here too! (Hey, is that a new term? ECL?)

STOVL Boeing X32b Taking Shape in England

I received a very interesting email from Dr. Andrew H. Watson (aka Doc Watson) who lives in England. He has undertaken a very interesting project of making a true STOVL model of the X32b. His site at <http://www.awatson1.fsnet.co.uk> is all about how he is designing and building this model. The site has information on the design, building, testing, control, power and scaling of his model. He updates it regularly to let the reader know of his progress. I highly recommend that you get to a computer with internet service and check this one out. It will be unique and amazing.

Full scale information is on the next page.



Boeing JSF X-32A Completes Low- and Medium-Speed Taxi Tests

The Boeing X-32A Joint Strike Fighter draws closer to first flight with the successful completion of initial low- and medium-speed taxi tests. Completed on May 23, the tests verified function and integration of aircraft systems. Boeing, the world's largest producer of fighter aircraft, is competing to build the JSF under a four-year U.S. Air Force, Navy and Marine Corps concept demonstration contract, while also defining the design for the operational JSF. A winner is scheduled to be selected in 2001. (Information and photo provided by BoeingMedia.com – <http://www.boeingmedia.com>)

Flying BIG in the UK

From: David Theunissen dwt@ukgateway.net

Hi Ken,

I live in the UK and we have communicated on occasion over the past few years. Your advice, and web site in particular, have been incredibly valuable in making me successful with electrics. Although I fly a '40' sized electric sport model every weekend, my interests lean towards larger aircraft. I've been particularly successful with my 1/3rd scale Fly Baby and now fly against 'power' models in scale competitions. I have also recently completed what is probably my most complex model, an Optica, which also has a 9' wingspan and flies very well.

To share my excitement and experiences with electrics, I have now developed my own web site which may be of interest to others. Having come the 'glow' route, I've tried to demonstrate what is possible and how I've done it.

I now enjoy flying electrics off floats, doing aerial photography, experimenting with different building materials, working with fibre-glass moulding, etc., all of which are presented on my site.

I have some spreadsheets which illustrate how I design my aircraft, along with what I think is one of the most comprehensive lists of material weights available.

The URL is as follows if you would like to visit the site:
<http://www.flyelectric.ukgateway.net/>

Thanks again for your efforts,
David Theunissen.



FENIX 400 Update

Earlier this year I shared a new S-400 plane from Norway with *Ampeer* readers. Sture Smidt wrote to say that he has a site up that features this plane, which is available as a plan or kit. You can reach Sture at: sture.smidt@komtek.no and his website is: <http://www.komtek.no/fly/fly.htm>
(Photo from Sture's Website)

Here are the Specs:

Motor: 400 size 6.0 - 7.2 V

Propeller: Graupner 6"x3" folding prop

Battery: 7 cell 500AR, 700AR and 1400AE

Flight time: 5 min to 27 min depending on battery and flying style

Servos: Micro to Standard

Covering: Paint or film

Pushrods: Sullivan blue

Drawing NOK 125,- + postage

Approx \$ 13.95 depending on exchange rates.

**Thanks to ALL who CAME to the Mid-Am
2000
Report Next Month**

Upcoming Events:

July 29 & 30 MAAC Electric Nationals, Chilliwack, British Columbia - info and events from Doug Burt 604.351.7729 - open flying at this site on the 27 & 28

August 6, Radio Control Club of Detroit hosts the "Douglas Kursinsky Memorial" Electric Fly-In north of Detroit, MI - contact: Richard Arnold k8rja@flashcom.net or Ken Sulkowski ksulkowski@home.com RCCD site at: <http://www.geocities.com/CapeCanaveral/Hangar/1099/index.html>

Aug. 3-6 IEFF & Aug. 6-12: (F5) **International Electric Flight Festival (IEFF) and the F5 World Championships** The Silent Electric Flyers of San Diego and SANYO Energy (USA) will host these events San Diego, California. The IEFF (Aug. 3-6), which is open to all pilots, precedes the F5 World Championships (Aug 6-12). Ron Scharck, Director (858) 454-4900 email: Scharck@aol.com

August 12 3rd annual Fort Wayne "Electri-Fly". One-day event, night-flying on Friday night if enough interest. No specialized events. Pat Mattes, 9732 Lafayette Center Road, Yoder, IN 46798-9723

email: Pat-Ingrid-Mattes@Juno.com

AUGUST 19 & 20 Northern Alberta Electric Fly In – at the St. Albert Aero Modellers Society club field near Edmonton, Alberta. Primitive camping allowed. Entry fee is 10\$ CDN Bring own steak to BBQ Saturday night at the field. Contact Guy Fawcett at (780) 987-3920 or [gfawcett@nrcan.gc.ca](mailto:gawcett@nrcan.gc.ca)

August 26 Burlington County R/C Club (PA) - relaxed day of flying Contact Bill Bowne: beaglv@erols.com Check our club's web site for further info: <http://home.earthlink.net/~jgprusz/bcrc01.html>

August 26-27 Provincial Electric Funfly 2000 - www3.sympatico.ca/dionnel/rc/emeet2000.htm CD - Louis Dionne email: dionnel@sympatico.ca or tel: 450.689.4918 - Quebec E-meet hosted by the C2VM club in Ste-Julie. Information also available at: www3.sympatico.ca/dionnel/rc

August 26 - 27 4th Fairfield Fall Electric Fly-In, Chilliwack, British Columbia Saturday's barbecue is included in the entry fee. Limited AC power is available. Self-contained camping. Ron Dodd 604.792.6814 or email rondodd@aol.com



The Ampeer/Ken Myers
1911 Bradshaw Ct.
Walled Lake, MI 48390
<http://members.aol.com/KMyersEFO>

The Next Meeting:

Date: Sunday, August 6, 2000 Time: 9:30 A.M.

Place: RCCD Field – see map in this issue