

# Ampeer

The EFO Officers:

<b>President:</b> Ken Myers 1911 Bradshaw Ct. Walled Lake, MI 48390 phone: (248) 669-8124	<b>Vice-President:</b> Richard Utkan 240 Cabinet Milford, MI 48381 phone: (248) 685-1705	<b>Secretary/Treasurer:</b> Debbie McNeely 4733 Crows Nest Ct. Brighton, MI 48116 phone: (810) 220-2297
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Ampeer subscriptions are \$10 a year US & Canada and \$17 a year world wide.

**The Next Meeting:**  
 Date: Sunday, August 5 Time: 10:00 A.M.  
 Place: Camp Dearborn, Milford, MI with M.I.S.S.

**What's In This Issue:**  
 Don's Four Star 40 - MotoCalc Version 6 - Saga of the B-17 Continues - Canadian Hello - Sig LT-25 - Aqua Star Rating - Electwin - ElectricAircraft.com - More B-17 Problems - Storch Identified - Another LT-25 - Me-163 - Videos & Planes - AF Viking - Propstoppers Electric Fly - Cutie Out



**Don's Four Star 40**

From: Donald Skiff donskiiff@mediaone.net  
 Photos by Warren Plohr

"Thanks, Warren--great pictures! Now I know why the pilots of open-cockpit planes always wore helmets." Don

Ken, the Four-Star flew great (under Keith's thumbs). After decreasing the amount of elevator throw and moving the

CG forward just a tad, he took it up again and handed it to me. I concentrated on straight and level flying, and didn't do anything stupid (or "unfortunate," for the less judgmental). It handles nicely. I think it's about 6 pounds all up, but I'll weigh it later. Plenty of oomph, lifts off in 20 feet. The prop is 11-9 Windsor Electric, 16 x 1900SCR cells, Astro Flight 25G. The big stroller wheels work well on a bumpy field. Otherwise, it's the stock SIG kit.

It's my first aileron plane, so I can't be a good judge, but I give it



\*\*\*\*. Now, if I can only make it last to Mid-America!  
*(The pilot in the photo IS Don Skiff, just reduced in size to fit in his plane. Nice job Don! km)*

### New! MotoCalc Version 6

From: Stefan Vorkoetter stefan@capable.on.ca  
 Via the Eflight Mailing List

*(My recommendations too hard to follow? This just might be what you need! KM)*

Moorefield, May 8, 2001:

Capable Computing, Inc. of Moorefield Ontario has released MotoCalc 6, the latest version of its electric flight performance prediction program for Microsoft Windows 95, 98, ME, NT, and 2000. MotoCalc 6 is the first e-flight software package with MotoWizard(tm) and MotOpinion(tm), two features that make it easy for even the complete beginner to choose the best power system for his or her electric airplane. **MotoWizard** asks the user a few simple questions about the model and the user's preferences, and produces a list of suggested power setups. **MotOpinion** takes the thorough analysis that MotoCalc is known for, and produces a plain-English report describing the model's and power system's performance, along with any potential problems.

MotoCalc 6 is also the first electric flight prediction program to take the effects of motor heating into account, resulting in much more accurate predictions, especially when pushing motors to their limits. MotoCalc 6 is Internet ready, with the ability to save all of its reports as HTML, and graphs as JPEG files. Project cut-and-paste makes it easy to share MotoCalc projects with friends by e-mail. And, with the new one button update feature, users can keep up to date, automatically downloading the latest available data from [www.motocalc.com](http://www.motocalc.com).

#### Other new features include:

- Improved accuracy of propeller and fan thrust, pitch speed, and in-flight unloading calculations.
- Airfoils by name, making it unnecessary to take detailed measurements.
- Flying field air temperature, for more accurate aerodynamics.

**In addition to all these new features, MotoCalc 6 continues to provide the most comprehensive facilities for electric flight performance prediction, including:**

- Predicts Volts, Amps, input and output Watts, efficiency, temperature, Watts/lb, RPM, thrust, pitch speed, and run time.
- Tests entire ranges of cells, props, and gear ratios to

analyze hundreds of possible combinations in just a few seconds.

- Filters out undesirable combinations by any combination of current limit, power loss, efficiency, thrust, pitch speed, or run-time.
- Sorts report tables by any parameter, in forward or reverse order, to find the best set-up quickly.
- In-flight analysis predicts performance over the entire flight speed range, at any throttle setting.
- Computes level flight time, and climb and sink rates (great for sailplanes) at any throttle setting.
- Graphs any one or two parameters against any other.
- Very easy to use, with extensive motor, cell, drive system, speed control, airframe, and filter databases.
- Lets you add your own components at any time.
- Supports multi-bladed props and multi-motors (series, parallel, multiple motors per prop, or multiple props per motor).
- Provides a motor designer to predict the effect of different motor windings.
- Visual lift and drag coefficient estimator lets you easily determine the aerodynamic information needed to accurately predict flight characteristics.
- Selectable English or Metric measurement units.
- Comprehensive on-line manual, with context-sensitive help. MotoCalc 6 is available for download for a 30-day free try-before-you-buy evaluation from our web site, <http://www.motocalc.com>.

MotoCalc on disk is available for US \$35 plus shipping and handling. Downloaded upgrades are free for registered users, or available on disk for US \$10, shipping and handling included. MotoCalc is also available from East Coast Model Center in Canada, New Creations R/C in the U.S., and Gordon Tarling in the U.K. and Europe.

#### Special Note:

Stefan posted MotoCalc 6.01 on the web site (<http://www.motocalc.com>). The main difference between this and 6.00 is that it will give you a 30-day evaluation even if an older version of MotoCalc has already expired on your machine.

#### The Saga of the B-17 Continues

From: Bob Muggen EggumBob@aol.com

Ken:

I did some ground and range testing on my B-17 yesterday. It has a range problem. Since I already have schottky diodes and 3 caps on all 4 motors, I guess I'll try some shielding around the receiver next. All I get with transmitter antenna collapsed is about 90 feet before



things start getting twitchy. The receiver antenna is outside the airplane and there is no servo wiring adjacent to the power circuits. I do have push-pull wires on the tailwheel steering. Covering is aluminum Monokote.

Any ideas?

*(I sent him a couple and then received this reply.*

*KM)*

Ken:

Have made some changes to the B-17.

- 1) Checked the relative antenna down ranges of all three receivers and two transmitters that I have on channel 18. No difference I could measure, so I ruled out a detuning problem.
- 2) Wrapped the receiver with aluminum foil.
- 3) Turned the receiver around in the plane so antenna comes out to the rear and all servos plug into the front. This extended the antenna out beyond the tail more. Now only 3" of the antenna is inside the fuselage. Comes directly out and goes straight to the top of fin, with remainder of about 10" hanging loose to extend back when in flight. Entire plane is covered in aluminum Monokote with black Monokote trim. Elevator and rudder pushrods are dowel rod for most of their lengths.
- 4) Was advised to put ferrite chokes in the throttle servo leads. Purchased some at Radio Shack and installed on not only throttle but also on flap and aileron servos.
- 5) Tried another range check today with the plane mounted in PVC cradle on my folding flight table. Got at least 150 feet antenna down at 0, 1/2, and full throttle without any flutter. The first channel to flutter was throttle. Removed 2 turns of the 3 turns of the throttle wires I had in the ferrite choke. Appeared even better, but then I ran out of motor battery, so couldn't tell for sure. Looks promising.

I have not tried 6V receiver battery yet --gotta get one. Present receiver battery is a 4.8V NiMH and is mounted on top of receiver sponge wrap. Don't have any servo leads longer than the ones that come with servos, and most of them are real short and folded back on themselves and cable tied.

I'll keep you informed.

#### Canadian Hello

From: Doug Burt flyinace@direct.ca

Ken,

I have read your newsletter for what seems like ages. *(To me too! KM)* The "Ampeer" with its various luminaries and guru's in the electric flight field, stories about these individuals and all the helpful hints. This is what helped to bring me over to Electric Flight in the first place, my natural curiosity is what's kept me here since. Now I find myself in a place I never thought I would see myself or an event that I put together, namely the "Ampeer".

At this point I would like to say hello and introduce myself. My name is Doug Burt and I'm the current Electric Committee Chairman for MAAC in Canada. I don't know how come I rose so quickly on the Canadian E-flight scene, but following last years inaugural Electric Scale events at the Canadian Nationals (which my club hosted, the North Shore Electric Sport Flyers) it seems as though I've been on a roller coaster ride right to the top. To see the Pacific e Scale event mentioned in the "Ampeer" was a mind blower for me. Thank you very much for including it. If you have any requests regarding Canadian e-flyers or e-flight in general in Canada please don't hesitate to contact me directly I'll be glad to do whatever I can to bring our great sport to even more prominence where possible, although with the likes of Martin Irvine and Robert Pike involved I know we've got a good team already. Thanks again very much.

Regards,

Doug Burt

Electrics

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

#### Book on CL scale and Electronics is ready!

From: Fred Cronenwett [clscale@gateway.net](mailto:clscale@gateway.net)

Greetings everyone,

I have finally finished my new book on CL scale and electronic controls. This book is volume #1 and I hope to continue this series with additional to pics. One special

note, this book does not show how to build a model airplane, but how to set the airplane for CL scale or sport flying with electronic controls, fly in competition and documentation. Everything from the flying lines to electronic controls are discussed. There are several new systems out on the market that are not included in this book. Bill Young has a new 3 channel handle that he just sent me a example for testing so I can include this in the next volume. If there are any other systems that should be considered I would need to get photographs of the system and enough details to write a chapter. Bill was kind enough to let me borrow a 3-channel handle to do just this. I will be at the NW Regionals in Roseburg, Oregon during the Memorial day weekend with copies of the book for sale. Thanks again for your support and pass the word around.

This is the first known publication that also documents how to fly with electric powered CL scale models with proportional throttle control. Yes you can fly an CL model with electric power and have full throttle control. Grant Hiestand wrote this chapter for the book.

I would like to thank the following people for their input: Bill Young, Grant Hiestand, Steve Davis, Lynn Boss, Merle Mohring, Bob Banka, Ken Long and my lovely wife Kimberly Kingman.

This book is dedicated to Luciano Nustrini who inspired me to build and fly model airplanes at the age of 12.

### **Announcing an exciting new book.**

Control Line Scale Modeling

By: Fred Cronenwett

This comprehensive guide on Control Line Scale model airplanes takes the modeler through all phases required to pick models for CL scale, install electronic controls, assemble documentation, fly and enter scale competition. The book is softbound; spans 133 pages, has 96 photographs and includes 16 illustrations as well as a fifteen page photo gallery. Written for the beginner or the experienced modeler this book will save you time and money. Fred Cronenwett has over 10 years of experience with CL scale model airplanes, scale competition and electronic controls.

#### **Topics include:**

Flying Line Construction  
 Single Channel Electronic Controls  
 Multi-Channel Electronic Controls  
 Direct Servo Connection Electronic Controls  
 The Bill Young Electronic handle (5 -channel system)

Electric Power for Control Line Scale & Sport  
 Trouble Shooting Electronic Controls  
 Operation at the flying site  
 Installation ideas for Profile Scale  
 Converting R/C kits to CL scale  
 Picking models for CL scale  
 CL Scale model - stabilizer & wing incidence  
 Trimming the CL scale model  
 The Control Line ARF  
 Throttle Control & Test flying  
 Multi-Engine CL models  
 CL Scale Competition  
 Flaps and Retractable landing gear  
 CL Scale Documentation  
 Documenting the color of your aircraft  
 How to pick 3-views  
 Control Line Scale contacts

#### **How to order:**

The cost is \$24.95 US Dollars each  
 California residents add 8% sales tax (\$26.95 plus shipping, see below)

United States, Hawaii, Alaska: \$4

Canada and Mexico: \$8

International orders: \$10

Please send check or money order payable to Fred Cronenwett:

Fred Cronenwett

18375 Ventura Blvd, #173

Tarzana, CA 91356

#### **Sig LT-25**

From: Tex Gehman eliztex@home.com

Ken,

I follow your pages regularly, and I think I have something to contribute to your ratings of E-models. I have not seen my particular setup so here go's:

\*\*\*\*\*

Sig LT-25

Astro Flight 035/Superbox gears

8xRC2000 cells

Castle Creations Pegasis controller using BEC

APC 12x8E and APC 12x10E

Weight ready to fly with 8xRC2000: 70 oz!

Three micro servos: Fut S33(rud) HiTech 81BB(ail)

#### **Please Send Ampeer Subscriptions or Renewals to:**

Ken Myers  
 1911 Bradshaw Ct.  
 Walled Lake, MI 48390

HiTech 85BBMG(elev)

Those are the tech specs. My only modifications to the kit were to make the nose more like a PT - 19 to reduce drag and to sharpen the LE's of all the tail feathers. I modified the front section forward of the wing to accept bigger hatch and made the wing bolt-on. Oh yes, I did my own thing to steer the tailwheel, rather than their pull-pull system.

Original flights were with a APC 12x8E. It drew 180 watts (19A) and ROG'd well from a grass field. 10 - 11 minutes of training were easy, including touch and go's. I later fitted a 12x10E and was able to notice a difference in performance. Now it is 240W and 2.9A which is in the realm of Astro Bob's recommendations.

This configuration weighs much less than others on this sheet, and is able to use the BEC function which I feel is important to new flyers and to those of us who use the plane for continuous training and for winter flying.

And I must say it was a pleasure to assemble, (the word "build" really does not apply).

Questions to Tex at [eliztex@home.com](mailto:eliztex@home.com)

Keep up the good work, Tex Gehman (Sabrejock)

### Aqua Star Seaplane Rating & Review

From: Stefan Paneczko [Kx13272@aol.com](mailto:Kx13272@aol.com)

Star Rating: \*\*\*1/2

Aircraft Name: Aqua-Star sea plane

Aircraft Manufacturer: Herr Engineering

Laser cut kit

Type of aircraft: Sport

Wing span: 44 1/4"

Wing area: 265.5"

Wing Loading: 14.1 oz./sq.ft.

Power System: 175 watts at 15.4 amps!!

#### Motor:

Manufacturer: Graupner Speed 400

Weight: 2.9 oz. (including prop & adapter)

Source: New Creations

Battery: N-800AR

Manufacturer: Sanyo

mAh Rating: 800 mAh

Number of cells: 8

Connectors: Anderson Power Pole's

Source: battery from Hobby Lobby – connectors bought on e-bay

#### Electronic Speed Controller

Manufacturer: Aveox

Model number: A-15

Maximum number of cells: 16

Maximum amp rating: 20

BEC: Yes

Brake: Yes

Source(s) local hobby shop

Gearing - if used: none

#### Prop

Manufacturer: Aeronaut Glas Elektro

Type: white, nylon/fiberglass Elliptical blades

Size: 6x5

Source: New Creations

#### R/C Components

##### Receiver

Manufacturer: Hitec Feather

Model number: #RCD20272

Weight: 0.2 oz.

Number of channels: 4

Number of channels used: 3

Source: local hobby shop

##### Servos:

Manufacturer: Hitec

Model number: HS-81

Weight: 0.59 oz

Number of servos used: 2

Source: local hobby shop

Receiver battery - if used: none

Finished Aircraft weight: (including R/C components and power system including flight battery.) 26 oz.

**Comments on construction and flying:** First let me say that the Herr Engineering kit and the laser cutting are AWESOME!!!! For the money you can't go wrong. Second, I built the plane using all the modifications done by Nick Zirolis Sr. He built and wrote a review of this plane in Flying Models magazine (March 2001). Third, this plane needs shear webbing between the balsa spars. (I'm doing 2/3 of the wing) I lost the right side wing at 200 feet. The wing made a 90 degree angle when it broke. I also lost the front half of the fuselage. The wing is fixable and the back half of the fuselage, including the tail group is perfect!

The building of this plane is EASY!! I would recommend this to anybody who has the ability to glue two pieces of wood together, but you need to sand the tops of some pieces like the wing ribs. The discoloration from the laser bleeds through the covering. I used Ultracoat/Oracover to do this plane.

Upon the first test flight I found it FAST!! I set the controls to exactly what the plans said. I recommend that you keep the rudder movement easy. Too fast on it and the wing tips right down. Also, put in down thrust – at least 3 degrees.

For the beginner, have an experienced pilot take it up

for you until you get a hang of the flying characteristics of this plane.

No, I didn't get a chance to try it off the water. I hand launched mine. The plans have an upgrade that shows how to make and extend the chine rails for better R.O.W.

One last thing, I couldn't get the clear windshield to work. I think the only thing they need to do is make a vacuum formed one. Yes, the kit can be built stock and fly well. You can e-mail me or check the E-zone for information on this plane. There's plenty of info on it. Good luck.



**Electwin**

From: Dale Martell dbmartell@earthlink.net

Hi Ken,

I thought you might like to see a couple of photos of my latest project. This is the plane that I have written you about for advice. I appreciate your help with it.

It is a twin, using two Astro .05 geared motors



driving Master Airscrew 12x8 electric nylon props. I am using 14 cells and an Astro ESC. It is my own design that I drew up on a ModelCad program. It weighs 5 1/2 lb. And develops 3 1/2 lb. of thrust. It flies well off of our grass field and does standard aerobatics easily. The wingspan is 67 inches with 650 square inches.

Thanks again for your help.

Dale Martell

**ElectricAircraft.com**

Via May DEAF Notes

Editor: Greg Judy

Jim Bourke asked me to pass on this information about a new Online Hobby Buyers Club that he's started.

"ElectricAircraft.com is not a distributor, a retailer, or a manufacturer. We are a hobby buyer's club with no monthly fee. Vendors list their products for sale in one central location. Our visitors browse the product listings, leave ratings and reviews, add products to their shopping carts, and purchase whatever they need. When you place an order, the order is automatically routed to the individual vendors for shipping."

Here are the categories that Jim has at this time:

**Aircraft** – Accessories, Blimps, Helicopters, Jets, Scale, Slowflyer, Sport

**Electronics** – Chargers, Speed Controls, Radios, Servos

**Power** – Batteries, Connectors & Wire, Fan Units, Gearboxes, Motors

**Media** – Books, Videos, Artwork

#### **More B-17 Problems – Persistent radio problems**

From: Bob Mugge EggumBob@aol.com

I'm still having radio range troubles with the B-17. All the work I did before (repositioning, adding chokes and foil wrap) eliminated the glitches in the control surface responses. They are now solid at 60 paces (180 feet) per instructions from Futaba, but now I have intermittent throttle circuit response at distances over 20 paces, which is only about one third of the distance that I need.

I have tried putting the throttle channel on a different receiver and leaving all control surface channels on the normal receiver, both with the control channel receiver turned off and on. The results are the same. In fact, it is slightly worse with the control channel receiver turned off. I've also tried another transmitter. Same results. Also switched the filter chokes (had two different types) between throttle channel and flap and aileron. No

change. But problem is worse if I remove the choke from the throttle channel.

May try to find a scope to check out the signals. Am greatly confused about why the opto-isolated channel is the only one having the problem. I also may try the Jomar multi-channel isolator, but don't have one yet.

Any other ideas?

(Anyone have any suggestions we've not tried yet?  
KM)

#### News from RCB Kits

From: Rob Bulk info@rbckits.com

Hello friends,

We have updated our site with some new pictures at the "news" section, including some Action shots of the Skyhawk and Beaufighter. Also there are pictures of the new Pou du Ciel HM16 which will be a kit in a few months.

The Panther is on hold as we redesigning the aeroplane for faster flying. We are building the prototype now. The Cutlass will not change much, we just need time for this one. Expected in the future is the Horten 9, for twin mini fan.

Good luck and health to everybody.

Greetings and happy flying

R.Bulk RBCKits

Tel 0031(0)172-231869

Fax 0031(0)172-231866

Email: info@rbckits.com

Web: www.rbckits.com

#### Fiesler Storch Identified

From: Brian Chan bhchan@mail.arc.nasa.gov

Ken,

I am the unknown builder of the Fiesler Storch in the April *Ampeer*. It is the same one in the Kit Review in the S&E Modeler, imported by Hobby Club.

Regards,

Brian Chan

An Electric Airplane Junkie@San Mateo.Ca.USA

(You'll find the review on page 87 of the March 2001, S&E Modeler. KM)

#### Another LT-25

From: Ken Marks KenA.Marks@mail.state.ky.us  
Louisville, KY

Ken,

I finished my SIG LT-25 this past weekend, and it flew great. It impressed many of the old timers. I am using the Astro 625G (straight gearing), 12x8 wood prop, 2- 7 cell 1900 mAh Sanyo battery packs and a Astro 217D ESC. The plane has a flying weight of 5 1/4 lbs. Flights were lasting a little over 6 minutes. The plane will ROG quickly from a paved runway. The plane will do loops with ease. Thanks for the great information and I hope to convert a few fellow club members to electric.

#### Me 163

From: Craig Oakeshott  
Oakeshott.Craig@saugov.sa.gov.au

Ken,

Some months ago I contacted you about putting together a scratch built ME 163. A few kind people got back to me but unfortunately I couldn't find any reasonable electric plans. So I made my own! then after a great deal of mucking about, the tragic demise of the first prototype a considerable amount of redesign and the construction of a new version....Success!!!

The initially drive train was a speed 480 BB race with a 5x5 prop on 8 500AR's. All up weight was about 24 oz, without a watt meter I had no idea how much current it was drawing but I was only getting about 45 seconds of powered flight out of it and very hot batteries afterwards. So with a wing area of about 220 square inches I was up at around 18-19 oz/sq.ft. and by the run time of the motor about 150w/lb. No wonder it was ballistic in terms of climb.

So I went up to a 8x1200SCRL pack increasing the weight to about 30 oz. and then I managed to test the current draw at almost 30 amps on the same drive train. The problem then was that I couldn't get a full discharge out of the pack because it was drawing so much the voltage would drop too quickly and the BEC would cut in after about 1 and a half minutes. Flying at half throttle I could get almost 6 minutes out of it but heck where is the fun in that. After measuring the current I decided that a 7 cell pack would be sufficient and that is the configuration I have stayed with.

Bungee launch makes it soooooo easy and it really does fly like it is on rails other than a tendency to tip stall at low speeds. Controls were really sensitive initially but after a significant reduction in output are now manageable. (only about 5mm aileron movement and about 10mm elevator).

Performance is still pretty ballistic under power and my club mates won't let me enter the pylon races even though they are using larger motors. Rolls are done in



the blink of an eye. The glide is quite phenomenal and it can be quite a challenge to get it down before the fence at my local field. If I make another I will split the ailerons in two and add flaps so I can crow brake it.



#### Basic specs are:

**span** 37 inches  
**weight** 27 oz.  
**wing area** 220 sq.in.  
**motor** Speed 480 BB Race  
**battery** 7x1250SCRL  
**controls** 2 channel (elevons)

Thanks to all how have contacted me and given advice!

Yours,  
 Craig Oakeshott

#### Mid-Am Videos

From: Ed Lyerly e\_lyerly@blueridge.net

Do you know of any videos available from Mid - America or the NEAT Fair ev ent? If so I would love to purchase them.

*(SKS Video was at the Mid-Am, so they should be available soon. KM)*

Attached are shots of my current airplanes:

1\_ Blue Max ( Global ARF ) 68" about 700 squares, geared Astro Cobalt 40, 21 - 2400 cells, Master Airscrew 12x8 electric prop. Flies good at 8 lb. but airframe is "draggy" and sucks those Sanyos dry in 4 to 4.5 minutes.



2\_ Ta152Hi ( Parkflyers.com ARF ) Anything but a parkflyer ! Can you say pylon racer. 49" about 250 squares, Aveox 1015/1.5Y direct drive on 8 - 2400 cells, Graupner Cam 8x4.5 folder. A handful !



3\_ Rumfal ( Dymond - JR - ARF ) 39" about 300 squares, Kyosho Magnetic Mayhem direct drive, 8 - 2400 cells, Graupner 7.5x4 folder. Great flyer....axial rolls ( like I hoped my Electrostreak would be ....but wasn't until I installed a Astro Cobalt 15 and 10 cells ).

4\_ Electrostreak with Astro Cobalt 15 direct drive, 10 - 2400's, and Graupner 8x4.5 Cam folder. Flies great but has no glide when the power is gone.

(photos on next page)



Rumfal

**Specs:**

Astro Viking; scratch built from plans...63" wingspan, and an all up weight of 3 lbs.

**motor:** Magnetic Mayhem through Leisure 2.5:1 gearbox, APC electric 10x7 prop. 8 Sanyo 2400 cells. Castle Pegasus 35 speed control. Hitec 555 receiver and 2 HS-81 servos. This combination flew much better than I hoped. Next time I will see how long I can keep it in the air.

Till then, fly cleanly, fly quietly.

**Propstoppers Philadelphia Electric Fun Fly**

From: Dave Harding davejean1@home.com

The Propstoppers of Delaware County, Pennsylvania, just southwest of Philadelphia will hold their annual Electric Fun Fly on Saturday **August 25th**, rain date Sunday 26th.

As in prior years, this is just a fun day in the beautiful Pennsylvania countryside. This year we plan to hold an Elexaco contest for all models, Old Timers and new also Zagi Combat.

We have not decided which of our two fields to use so check on our web page before you make final arrangements however, both are pleasant places to fly and they are only about three miles apart.

[www.geocities.com/propstoppers\\_rc](http://www.geocities.com/propstoppers_rc)

The Burlington County RC Club of New Jersey have decided not to hold their event this year so why not join the Propstoppers instead.

**SR Batteries Cutie Released!**

At last, the cute Cutie has been released by SR Batteries. Following the excellent X-250 kit, this should be a winner as well. For more info, visit the SR Batteries' site at <http://www.srbatteries.com> or phone: 631.286.0079 This should be a great, relaxing flier, as well as a good, easy to build trainer.

ElectroStreak

**Astro Flight Viking**

From: John Zook johnzook@voyager.net

Hi Ken and to all in the club!

I just had my first flight this morning with the Astro Viking. The plane ROged in about 30 feet. The climb rate is great, and it can also thermal as I found, making a 15 minute flight. I could have remained aloft longer but I was both excited and relieved the plane flew so well.



## Up Coming Events

**July 27 & 28** Canadian Electric R/C Scale Championships, Fairfield R/C Club, Chilliwack, British Columbia. For more information see [www.canadianelectricflight.com](http://www.canadianelectricflight.com) or Contact Doug Burt [flyinace@direct.ca](mailto:flyinace@direct.ca)

**August 11 Fort Wayne Electri-Fly** 8:00 a.m. until 4:00 p.m. Wide open areas, with wonderfully manicured grounds. General flying will be the order of the day. Food and drink available, with a light lunch menu available. Camping available on site, with electric hookup. Contact Pat Mattes at: [pat-ingrid-mattes@juno.com](mailto:pat-ingrid-mattes@juno.com)

**August 18** Columbus, OH E-meet at the WMAA field just north of Columbus, Ohio. Fun fly type event, similar to the one that Azarr has put on in the past. web site: [wmaa-wags.org/Default.htm](http://wmaa-wags.org/Default.htm). It has some map and field info. Kevin Petrilla [petrilla.3@osu.edu](mailto:petrilla.3@osu.edu)

**August 18** Electric Fly, Grand Ledge, MI - Ray Hayes skybench. [aerotech@gte.net](mailto:aerotech@gte.net) call or fax.....1-(219) 434-1322, 9218 Thunder Hill Place, Ft. Wayne, Indiana 46804 website.. [www.skybench.com](http://www.skybench.com) Lansing's GLASS Sailplane club's flying site, a huge sod farm near Grand Ledge. The club is gaining interest in Electrics.

**August 25**, Propstoppers Philadelphia Electric Fun Fly - Delaware County, Pennsylvania, Contact: Dave Harding [davejean1@home.com](mailto:davejean1@home.com) We have not decided which of our two fields to use so check

on our web page [www.geocities.com/propstoppers\\_rc](http://www.geocities.com/propstoppers_rc)

**September 8 - 9**, Upcoming Efliowa 2001, **Place:** Seven Cities Sod Farm - Junction of I-80 and Iowa 130.

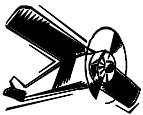
[www.rc-dymond.com/efliowa/](http://www.rc-dymond.com/efliowa/)

**Jon McVay 319-895-6527 email: [Togflie@AOL.com](mailto:Togflie@AOL.com)**

**September 14, 15, 16** Neat Fair 2001 - Peaceful Valley Campsite in Shinhopple (Downsville), NY Info: [www.nyblimp.com/NEAT.htm](http://www.nyblimp.com/NEAT.htm) or email [neatfair@aol.com](mailto:neatfair@aol.com)

**October 26-28** First Electric Soaring World Challenge, Phoenix, AZ, Schnepf Farms, Queen Creek, Arizona (45 min. southeast of Phoenix Int'l Airport) 3 Event Classes: A pilot may only enter two of the three events. "400" Sailplane, 7 cell Sailplane Unlimited Sailplane

For more information, entry forms, rules, contact information and schedules visit: [www.f5jelectric.com](http://www.f5jelectric.com) or Dave Wenzlick [dave@techlite.net](mailto:dave@techlite.net)



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

### The Next Meeting:

**Date: Sunday, Aug. 5, 2001 Time: 10:00 A.M.**

**Camp Dearborn, Milford, MI with M.I.S.S.**

**ALL e & s plane fliers with AMA card welcome to join us**