

A Video Review by Roger Jaffe

from "Peak Charge" the newsletter of the

Silent Electric Flyers of San Diego

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Have I got a treat for you! At the 1994 KRC, the Keystone R/C Club commissioned a professional producer to make a video of the event. What a video it is! John Hickey, a member of the KRC club and CD for the annual fun-fly sent me a preview copy and asked that I take a look at it and pass on my comments. Well, this tape is too good to pass up.

My particular problem is that in 14 years I've never been able to attend KRC. I live 2,000 miles away, it's not cheap to go there and I would miss my kids. Watching this video is almost like being there. The opening shot is of the Buc-Le model airfield from an electric model -- awesome sight. This was done using a video camera mounted inside the plane -- there are no TV transmissions back to the ground so the picture is crystal clear and sharp as a tack. There are a number of brief shots of different types of aircraft taking off from the 900' runway of grass as smooth as my 2-year-old's bottom. Included in this sequence is a shot of Ken Stinson's awesome C-130 rolling out for takeoff.

After a montage that makes one drool, the scene is shifted to the SR Batteries' Friday symposium featuring a myriad of guest speakers. 12 electric experts in all, they included Larry Sribnick, Dave Baron, Bob Kress, Bob Hunt, Steve Anthony, Clyde Geist and all of the modeling publications' electric columnists (except ??[He means himself. km]). There was just enough of the speakers' talks shown on video that it whet the appetite, but it never dragged on too long. Included in the symposium footage is the latest in night flight equipment. After showing off the lights, the video treats us to some night flying footage.

Cut to Saturday morning and flying. Although there is plenty of flying action, the most valuable part of this video are the builder/pilot interviews. Typically a builder is shown with his plane, he gives a rundown on what it is, how big it is, what makes it fly and other useful information. Then there are some action shots. Included are interviews with all of the contest winners and then some. Ken Stinson talks about his 1/17th scale C-130, Dave Grife talks about a couple of his planes, Keith Shaw shows his King Crimson (126" span, 2,000 square inches of wing area), Don Bosquet shows off his video plane (the one used for the opening shots) and his 13-year-old son Nate. Nate is the primary pilot of the

video plane -- he soloed when he was 6 and he can fly anything that has wings. There is even an interview with Don Belfort and his ElectroScreamer that was featured as a Model Builder construction article last January.

The last 25 minutes or so are devoted to the company sponsors of the KRC. They all get a chance to appear on the video and describe their products. The list is too long to give here, but there is a wealth of information about much of the new electric equipment coming on the market. There are a number of companies that are based in the eastern Pennsylvania area and don't advertise much so they're new to me.

Technically, this video is a standout. The camera is steady, the cuts are smooth, continuity is excellent, sound and lighting are just perfect and the graphics are very helpful (although the spelling is a bit off). It runs 112 minutes but it goes by very quickly!

If you missed the 1994 KRC, this video is a must. The cost is only \$20.00 plus \$3.00 shipping. All proceeds benefit the Keystone R/C Club and the KRC Electric Fly so your support will help ensure that this event continues in the current location.

Send your orders to KRC Video c/o John Hickey, 1624 Maple Avenue, Hatfield, PA 19440. To be honest, I'm so jazzed about the KRC that I am plotting my plan of attack for attending the 1996 event.

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Good, Cheap Motor

from Mike Patzig

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from DEAF NOTES

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I want to follow up on my current airplanes. You might remember the fluorescent green Electro-Streak I had at the October Fly-In, (it was not finished and did not fly); well I put a standard car motor in it and it flies very well. Not only will it do continuous stunts, but I get in very close of six minutes at full throttle. The motor is the same that was in the Puddle Master I folded the wings on it at the Fly-In. It is a stock ROAR 27 turn Sagami tuning an APC 7x4 at 13,200 RPM pulling 27 AMPs static from a 7 cell SCR pack. It obviously unloads considerably in the air as my flight times suggest. This is an impressive combination, and has surprised everyone who has seen it, especially when they find out the motor is less than \$10.00!

My second plane is a Scott Hartman Terminator. This is one of those small combat type planes with approx.

36 in. wing, and about 288 sq. inch area. Scott [A DEAFer, ed.] flies his on hot car motors with folding props and gear reducers. He claims to get near vertical climbs. He sent me a motor and Leisure drive, and the little sucker will climb out of sight at a 60 degree angle! However, I can't afford all that hardware, so I put a Sagami with its little APC 7x4 into this 30 oz. plane, (including 7 cell SCR pack), and the results are very pleasing. I of course lost the rate of climb, but my speed is roughly the same, and duration is longer. Keep in mind I fly it full throttle doing constant aerobatics (otherwise it climbs out of sight). Most importantly, the investment is about 1/4th!!!

Please put out the word that from a budget minded fliers view point, this motor simply cannot be beat for seven cell fliers. It is my opinion after several years of experimentation and searching for a good, but inexpensive motor/prop combination, this one can't be beat.

If you are interested in obtaining a motor like this,

Sig Wonder

By Clyde Geist

from Silents Please

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I really thought I had enough planes, but when it comes to evaluating something new like my AMP AIR gear motors, the more diversified the aircraft the better. After developing a single motor gear and mount as a third motor add on accessory to my twin motor box, I decided to try it out as a "stand alone " unit. The dimensions are somewhat larger than most existing gear units, more like a belt drive. Like a belt drive, a motor timed to turn right handed (such as a Speed 600) is properly timed, The difference with mine is that the brushes-face forward for better cooling. Anyhow what I reasoned was that I needed lots of room in the motor area. I heard tell that Rich Uravich was selling his used Sig Wonder and began to reminisce about some that I've seen fly. I have flown two "Psycho Maxes" and owned two "Snappers. I felt the "Wonder" might provide a similar experience.

The first "Wonder" I saw was at LEHI last June, with an Astro 15 in it and the performance was startling. The next one I saw was built and flown by my old friend, the Cobras President, Allen Frank. We were at the Bethpage Polo Field this past summer when Allen put it through it's paces like only he could. With just an OS 20 four stroke for power, it would climb straight up forever. Then another eye opener, Hans Alnach set up a

Sig Wonder with an economy "can" ferrite geared 2.5:1(1 think) on 6 cells. Read this at what? 100 watts? Mild aerobatics and a long flight rewarded Hans for his efforts. By the way, he incorporated original "sled type" landing skids to protect the belly mounted battery pack. This configuration has been used by Hans in many models for years and it works well. Consider the cooling and ease of changing the pack and you will know why. So anyway, I called Rich who reported "scary" performance from a 15 wet. He offered to sell it at an attractive price, sans the Enya.

So, I signed on for yet another "E" conversion. A micro Apollo aileron servo mounts in the wing, the elevator servo mounts in a compartment accessible through a hatch at the rear of the fuselage. The motor mounts outside in its designated motor area. What is left for the batteries? An area so large it could easily swallow an Astro 90 battery pack. I'll save Hans' idea for another model. My 8 SR 1500 cells sure look lonely but they sit right on the C.G. without any special treatment and I can experiment with varied packs without concern for a dangerous shift in C.G.. A 1" x 1.5" hole in the tail exhausts the flow through ventilation quite nicely. Are we sure this model wasn't intended for Electric?

Okay so back to my purpose, the AMP AIR gear unit and mount. It's available in ratios of 2:1, 2.5:1, 3:1 and 3.66 :1, the later being my choice. My experience has been such that 16-18 turn ferrites perform best on 7-8 cells and on higher ratios. I had a spare Trinity Ruby 16T motor on hand and in she went. After lots of testing I chose a 9 x 8 Kyosho prop. The stats are 32A - 250 watts input, 35 oz. static thrust at 5400 RPM which is good for a prop that needs to move at 30 MPH to unload. Timing was advanced 10 degrees, just enough to reduce sparking and not enough to kill efficiency. One other consideration is weight. Devoid of any R/C equipment the airframe weights 16oz, yes 1 lb..! This is easily twice as heavy as any of my other aircraft of an equivalent 340 sq. ins of wing. Okay, one shortcoming, but the all up weight with eight 1500's is 46 oz., not too bad. I'll do my first trim flights with 7 SR 1100 maxes, for an all up 39 oz. before I try it heavier.

The first flight climbed out at such an angle I was shocked it didn't stall. I trimmed the nose level and it picked up speed on the downwind, lots of speed. Geese this thing is hard to see, into a turn she goes or she's gone. Hey is this thing right side up? A quick loop to find out and wow! A 20" loop in a New York nano second, I've got to slow this thing down. I cut power to half and the nose drops 30 degrees and she's coming