

# Ampeer

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**The Next Meeting:**  
Date: August 24 Place: Addison Oaks Park, North of Rochester at the Greater Detroit Soaring and Hiking Society Electric Glider/Old Timer/Floater get together.

**Thoughts on Mid-America Fly**  
from Jim Jager  
5207 Mt. Olivet  
Parchment, MI 49004  
(616) 344-7309

Dear Ken Myers,  
I registered an electric powered aircraft on both days (June 1 & 2) of the "1996 Mid-America Electric Fly" held in Saline, MI.  
I have come to the realization that the contest directors favor only two types of aircraft; scale and duration.  
I state this because in addition to "Best Scale" awards given daily, the "CD's Choice" awards went to scale aircraft, one of which displayed fair flight performance, but was limited to a 2 minute flight. (Must have been the V-1 km)  
Additionally, since most multi-engine aircraft are scale, the end result is that at least 5 of the awards went to scale aircraft in the 2 day event.  
As for duration, there were 2 awards daily based on longest duration.  
Since I intend to build neither an electric scale aircraft nor an aircraft whose sole



**Jim Young's Ellipse 60 powered pattern plane - Winner of the Most Beautiful Award - Sat. June 1 - Mid-America Electric Flies**

purpose is to remain aloft for the longest time, I will not be participating in future events.

I hope that the contest directors come to realize that many electric fliers also enjoy sport and/or fun fly type aircraft, and that many pilots appreciate electric aircraft that a) exhibit good overall flight performance,

**What's in this issue?**

**Thoughts on Mid-America - More on Colors - Las Vegas Meet - Simple Series Racing - Cool Tees - Using Micafilm - Don't "believe" everything you read - EVEN IN THE AMPEER!!!**  
Please note special time and date for next meeting!

b) have reasonably long flight duration, and c) are inexpensive to build and fly.

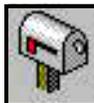
When, and if, the CDs realize this, then maybe they can present awards to such aircraft, especially when many fellow contestants already appreciate such aircraft.

Perhaps "Best New Design", or "Pilot's Choice" (contestants vote), or "Best Sport/Fun Fly" awards should be given.

When this happens, maybe I'll be back.  
Jim Jager

### Response from Ken:

Thanks Jim for the great idea. Being a "sport" flier only, it is totally amazing that I've never added this class. You can bet that we will have a "Best Sport Plane" type-award next year. It is always hard to take criticism about what you are doing. The praise is easy, the criticism not so, but you have some very valid points and we'll keep this in mind for next year. Hope to see you there, but don't expect to see the "Pilot's Choice" return. We had it for several years and it doesn't work well for many reasons, but you can certainly expect recognition for sport/fun fly plane achievements.



### The E-Mail Box News Off-line to You

From: Dan Ashenfelter elecwings@dodgenet.com

Just wanted to send a big thank you to you and Keith as well as all of the EFO and Falcons members who made the fly-in so enjoyable. When I review the video of my last trip there in 1988 and compare it to the aircraft of today, the difference is very apparent. I shot quite a bit of footage for Clay Howe so you may see some of that in the new video.

Don't know if I will make it to the NATS this year, but I'm working feverishly on my Playboy just in case.  
Thanks again!  
Dan Ashenfelter

From Doug Ingraham 75116,473@compuserve.com

I just wanted to let you know that I had a GREAT time at Mid America this year. Please pass my thanks on to all concerned parties! I liked the more informal arrangement of operation of the flight stations. It (the more formal) is necessary at KRC but not at your meet.

Sure wish I could make it to the NATS. I would really like to do some S-400 pylon racing. I thought it was so cool when Don, Ralph and I had our planes up at the same time.

For next year, do you think we might have a couple of

heats of S-400 pylon racing? I have been thinking about the SR night fly and doing something like it at your event. I guess I would have to talk to Keith about that as it is the Falcon's field.

Thanks again and I wish I could make the Nats!  
(Pylon sounds good to me. Have to check with Keith on night flying - km)

### 6/10/96 Mid-America thanks.

Louis de G. Dionne louis\_dionne@truevision.com

I feel like a pretty lucky individual...

I participated in the recent Mid-America E Fly-in, on the first weekend of June.

I must say I was pretty shy as I came in. Such a collection of experienced builders and pilots...

But thanks to people like Ken Myers, Doug Ingraham, Ralph Weaver, Don Belfort and Keith Shaw.

This was my first Electric meet, and a great success to me.

Winds were pretty strong, at least for me.

A special thanks to Doug for his help and his butane weller. I had a lot of support and now just feel compelled to DO MORE.

One thing that struck me. The wind in Saline (Mid-America) was hard on me. But just probably only a bit more than a breeze. (*Definately MORE than a breeze Louis! km*)

I spent the last Saturday (6/8) at Davenport just north of Santa Cruz, CA, flying slope with my travelling Sparrow - I was on business trip - of this magnificent costal cliff, with the beautiful view, the ocean, etc. Wow !

Wind was apparently in the 25 knots range. It was hard to launch airplanes and I had to add almost a pound of lead and bolts to give it enough penetration. Wind.

How come I get to fly in so much wind there where in Saline a couple of knots was almost a problem ?

Come to think of it; the tree line upwind was causing a lot of turbulence so that landing and flying low was bumpy. Furthermore I flew slow flying planes (a Puddlemaster and a motorized glider) with poor penetration. I need to fix that.

I must say though, that landing on top of the cliff in the big vortex was very nerve wrecking. But flying was IT, just IT.

Thanks again, people. See you next year.

### Why are we Meeting at GDSHS MEET?

Quite simply, it will give us a good place to fly and I'll not be available the first part of the month. Remember to bring floaters, old-timers and gliders. Yes, Jeff, I would consider the Cub a floater, not sure what they might think. See you all there, Ken.

**More Thoughts on Color**

from Joe Wagner  
P.O. Box 15  
New Wilmington, PA 16142

In rebuttal to the "Color Me Gone" article in May's Ampeer:

"Though a garish, vividly-colored model airplane may have visibility advantages in certain circumstances, there are those of us whose conservative esthetics suffer at the very thought of our graceful airborne creations resembling an MTV video in gaudiness. Also, many of us favor scale models and we'd never consider decorating a Piper J-3 or a Grumman "Wildcat" to look like a Pepsi-Cola ad.

"Still, we manage to keep our models under reasonable control, and we know which way is "up" even when the underside of our wing's the same color as the top.

"Here's how I do it. First, I keep my electric-powered models in pretty close. It's far easier and more enjoyable for me to maneuver what's readily identifiable as a particular airplane (Cub, Wildcat, or Gentle Lady) than to control a tiny, anonymous speck wandering through the sky."

"Second, I concentrate on flying my model. I follow its flight path mentally as well as optically, and always know what attitude it's in and (usually) which direction it's headed. Sometimes I talk to myself about this: OK, now we're in a left gliding turn heading away from the trees. After another 90 degrees we'll straighten out into the wind, bleeding off altitude for a low fly-by..."

"Third, on the rare occasions when I feel like striving for duration-style flight and my model gets high, I feed in a little left turn trim. That way, when there's any doubt in my mind about my plane's orientation, I just let go of the stick a few moments and observe what happens to my model. This "trimmed-in turn" technique is also a kind of safety precaution. If my radio quits working when my plane's high in the sky, at least I know it's not going to fly away cross-country any faster than the wind carries it. ..."

End of rebuttal.

Modelwise, I've accomplished little since last flying season. I blame the weather: here we're into our seventh consecutive month of dreary, dripping skies and cold. We had a hard frost last night and another's predicted for tonight.

In my cellar workshop languish six incomplete models, all of 'em lacking covering & finish. I'm an incorrigible silk & dope man, and the weather's stopped me from covering since November. (I've tried just about every iron-on material; none of them provided long-term pleasure.

They look great when first applied, and maybe for a few weeks afterwards. But a few cycles of the wildly-varying temperatures & humidity we get in this part of the country make even my Oracover-finished models look like they're covered with wet window blinds.

(On the other hand, I have two silk-and-dope finished models 20 years old that look just as good as they did in their first flying season. Sure, they've been repaired more than once. But that's not difficult to do invisibly with the "old-fashioned" materials I prefer.

(Also, I've found silk and dope to be far lighter than any iron-on except MicaFilm and LiteSpan. A couple of years ago I stripped the "Tex" covering off one of my 1/2A R/C ships and re-did it with silk & dope. It came out TWELVE OUNCES lighter! True, some of that weight savings came from removed nose ballast, no longer needed to balance out superfluous mass behind the wing...)

ANYHOW, though my hopes for decent weather have been dashed to smithereens over & over this year, as soon as the dagnab sun comes out for more than an hour at a time, I'll be back in action once again! ! (1996 is my 61st year as an aeromodeller! Habit-forming, aint it?)

Sincerely,

Joe Wagner

*(Thank you for sharing your words of wisdom with us. km)*

**Las Vegas 3rd Annual Watts Happening E-Fly**

by Eric Shultz and Dave Jones

On the 24th and 25th of February 1996 in Las Vegas, the third annual Watts Happening electric fly-in was hosted by the Las Vegas Radio Control Club at the Tournament of Champions flying site, and we saw it all. Sunday brought the ocean breezes up from California to the tune of 25-35 mph, and a unseasonable temperature of near freezing. All the elements came together to produce an extremely interesting, if somewhat attenuated weekend of quiet flying.



Bob Benjamin (left) & Pete Peterson with a Telemaster 2000 Jr. and a couple of P51's, all Turbo 10 powered by MEC.

The only dark spot on the horizon, rain clouds notwithstanding, was the loss of several aircraft early in the proceedings which, understandably, discouraged the flight of some of the more impressive aircraft present. Pilots arrived from eight states to take part and strut their stuff which included Gliders, Ducted-fans, Twins, Scale, and Pylon Racers. The weekend gave us the opportunity to both meet some of the friends we made last year and to make new friends.

The Event has grown beyond recognition since the first year when two pilots arrived to fly with Dick Corby, the founder of the event. Through out Saturday and during the prize giving on Sunday, we gave away \$4,300 worth of merchandise thanks to a massive effort on the part of Dave Jones and an extremely generous response from the manufacturers, distributors, and local hobby stores. A couple of manufacturers were from outside the U.S.A. Eric Leadley, from Great Britain, produces plans for several speed 400 subjects, and carries a line of electric bits unique to Europe. Eric's address is; E.D.L. Plans, 3 The Glade, York. YO3 OLA. England. Spirit of Yesteryear, in Canada, are currently re-producing the old Leisure kits, and several others. Their address is; Spirit of Yesteryear, 40 Holgate St. Barry Ontario, I4M 2T7

On Friday several noted fliers showed up to test fly and get acquainted with the flying site. Bob Benjamin attempted to fly his Tigerkitten and experienced what he thought to be radio interference, but later discovered the problem to have been caused by a faulty aileron servo. Bob Ortman from California, a three time veteran of our fly-in, experienced what was defiantly interference and caused the demise of his vintage Wasp. Bob Benjamin and Pete Peterson, of Model Electronics, flew a couple of P-51s with the Turbo 10 and dazzled the IC flyers that were at the field. Joe Ballasch, from Leisure Electronics, showed up with a very nice ARF of the Astro Porterfield powered by a CEM .05 geared motor. He demonstrated the aircraft's ability to do lazy aerobatics and remain airborne for at least seven minutes!



The Dawn Patrol of Cubs by Dave Jones and Eric Shultz use Goldfire motors, Master AirScrew 2:1 gearboxes, Kyosho 9x8 props and seven 1700SCRC cells. This setup brings new life to the GP Cub.

This kit should be available by the time this report reaches the newsstand.

At the local level the event was deemed a success. Fred Reese's sixty size Cloud Dancer flew for the first time under electric power with a Astro Flight cobalt geared 40. Fred was assisted in flight preparation by the Granddaddy of us all, Bob Boucher himself; it just doesn't get any better than that.

Dave Jones brought enough aircraft to blacken the sky, had they all flown at one time. Unfortunately, we did not have the time to fly many of them. Dave will probably be agitated if I don't mention his Aerocommander Shrike. We flew Dave's AP29 powered Shrike twin in a stiff breeze and it performed flawlessly.

Greg Holmes, from southern California, illustrated the spirit of the event by calling on the Thursday prior to the event to inquire where he could get some electric bits to throw together an electric version of a slope soaring flying wing he designed. Prior to this he had no experience with electrics. He contacted Kirk Massey at New Creations, got what Kirk suggested, and traveled from California with a partially built model, which he finished in his hotel room on Saturday morning. He then rushed out to the field Saturday evening to put up a perfect flight in blustery conditions. Greg won the best speed 400 prize for his efforts.

All categories flew except pylon, because no one suggested they wanted to race in the wind.

Hardy Benson from Arizona put up his Lanzo Bomber to win the longest flight award with a 36+ minute flight on seven 1700's and a geared Leisure motor. Doug Ingraham and Eric Shults flew lightweights in the wind quite successfully. The story is that Eric won a speed control flying against Doug in the All up last down renamed, Both up last down. Doug was flying a Timothy with a geared speed 400, and Eric was flying a Fred Reese designed craft designated the Traveller powered by a Kyosho GP26BB motorcycle motor driving a Nikko 2.5:1 gearbox and prop combo. Battling to stay above the wind rotor caused by a ridge adjacent to our field, Doug and Eric tried to catch the narrow band of slope lift coming off the ridge. Doug seemed to be making great strides on altitude, while Eric was in the rotor pitching and rolling, it was bad. Then, from the heavens, came the red and white Timothy like a child late for dinner. Eric had won.

Dennis Weatherly from Oregon, brought a modified 40 sized Cloud Dancer which he flew to win the modified pattern event. The aircraft was powered with an Astro Flight cobalt 25 geared and sixteen cells. Dennis also brought a modified Jetster .20 with the new Kress fan unit. The Jet was a little slow on roll out, but once it got going, it was

screaming!, and a quarter scale RV3, of which full scale counterpart is designed and built right up the road from where Dennis lives.

Bob Ortman and Vic Newton from Viper Model Products in California, came up to fly and demo their new SMD mossed speed controls. These SC's are tiny and can handle 30 amps of current. Bob brought his hanger that included his immaculate Ryan STA, for which he won best of scale for the second year in a row. Andy Clancy's ever present Lazy Bee swarm did cartwheels all day long and came back Sunday to do more, even in the cold. Andy won the technical achievement award for his Goblin, which he flew on Saturday, for a very short flight. His Stits Skybaby was a show stopper with its short, stubby wings, powered by a Turbo 10 unit. Doug Ingraham also dazzled the crowd with hair raising, low level, high speed passes with his Blue Curry.

Having started our flying day at 10 am, we closed flying at 5 PM, to allow time to grab dinner before the Symposium which started at 7:30 PM. This event was well attended, and featured several prominent representatives from the electric community. The speakers were; Bob Boucher from Astro Flight, Martin Euredjian from Ai Robotics, Kirk Massey from New Creations, and Bob Benjamin and Pete Peterson from Model Electronics.

In spite of, or may "bee" do to, Andy Clancy's worship full moaning at the sun all day Saturday, the sun did not return for the second of the event. A halt was called to the event by popular consensus at about 10 am Sunday morning and pilots repaired to the local Denny's to escape the cold and take part in the various raffles and awards presentations.

In addition, Dave Jones had previously gotten authorization to conduct a personal Tour of the USAF Thunderbird hanger for anyone that was interested, as a consolation to inclement weather. Several people attended.

Finally, we would like to thank all of those who helped to make this years event a hit: the pilots who attended, the workers, the manufacturers and distributors for their generosity and sponsorship, the Thunderbirds, Denny's Restaurants, and the LVRC who allowed us to close the field for this event.

In the photo at right, from the Las Vegas meet, scale is being judged by well known designer Fred Reese. From foreground to background:

**Scratch RV3** by Dennis Weatherly, Oregon, powered by an Astro 40

**Scratch Spitfire** by Steve Ciabrone, Astro 15 geared - 48 oz. with 14 cells

**Sig Ryan STA** by Bob Ortman, Astro 90 geared on 35 cells; weight 252 oz.



**Spitfire** by Bob Benjamin, Astro geared 60, 32 cells; weight 240 oz.

**P-51** converted from Modeltech Slope Soarer. Turbo 10 w/6:1 gearbox, 12x8 prop, 10 cells; weight 64 oz.

**Ace Aero Commander Shrike** by Dave Jones, bushed AP-29s, direct drive with Cox 5x3 props, 7 cells; weight 2lbs. 14 oz.

**Ace Simple Series ME-109 modified to a MiG 3** . Stock buggy motor, 7 cells; weight 29 oz.

### THE MOST FUN RC EVENT TODAY SIMPLE SERIES RACING!

ACE R/C is Getting Behind this fast growing event  
(Unsolicited Ad - because of implications for e-power km)

The Las Vegas, Nevada RC Club loves to race, naturally, since Las Vegas -- is the home for excitement and thrills. This club hosts up to fifteen races a year, with six of them featuring the Ace R/C 1/2A Simple Series aircraft. Most of the aircraft are stock Ace R/C AT-6, P-51, and ME 109 kits with Cox TD .051 engines, but this is just for starters. Some of these stock kits including the Extra 230 and Cap 21 have been modified into a Bearcat, Sea Fury, Supermarine Spitfire, Corsair, Nemesis, Tsunami, and even a P-38 Lightning!

The course is 250 feet long with two pylons placed at each end. The object of the race is to fly the best time past the pylons, not necessarily around them.

Five rounds of action-packed, adrenaline pumping racing are flown, with the flier scoring the most points winning.

THE SIMPLE SERIES EVENT IS SIMPLE TO  
PROMOTE, SIMPLE TO RUN, AND SIMPLE TO  
PARTICIPATE IN

### RULES

**ENGINE:** Displacement is not to exceed .051 Cu. In. Suggested retail price not to exceed \$60. No prop or fuel restrictions, but it is suggested that the event sponsor

provides the race fuel.

All the different 1/2A engines have been tried, but the Cox TD's seem to be the most reliable and consistent. Most racers use an APC 5.7x3 prop. Fuel varies. Cox Racing Fuel, Magnum 1/2A, K&B 1000 and other blends of at least 30% nitro work well.

**Aircraft:** Any ACE R/C Simple Series kit or other scratch built Simple Series design by Fred Reese may be used. Kits may be modified or original designs can be used as long as they resemble full scale racing or aerobatic airplanes and meet the following restrictions.

Ace's tapered or constant chord mini-foam wing (P/N # 50K101 or 50K102) must be used. The airfoil cannot be modified nor can the wing be shortened. If multiple dihedral joints are used, filler pieces should be added to prevent shortening of the wing. Wing tips may be added. The wing plan- form may be altered to produce a special shape such as a Spitfire, but the thickness of the wing may not be changed through the stock length.

The minimum firewall is a rectangle 1-15/16" x 2-3/4". The top comers may be beveled as per the P-51/ME-109 kit

Most of the airplanes flown will be stock Ace AT-6, P-51, or ME-109's but originality is encouraged. These kits have been bashed into a Bearcat, Sea Fury, Spitfire, Tsunami, Strega, P-40, Corsair, etc. The simple rules allow for originality but keep the aircraft evenly matched!

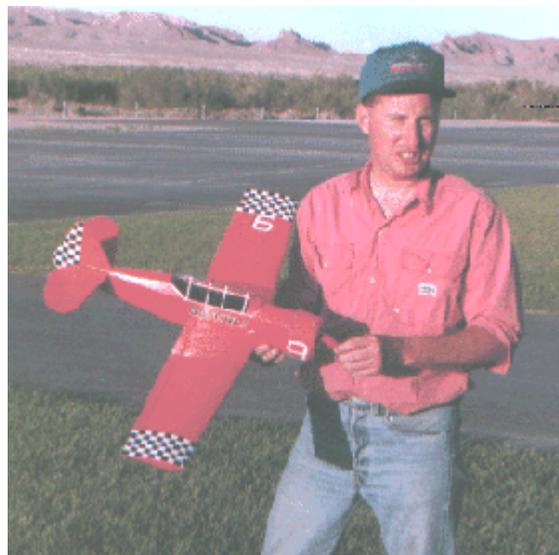
**Courses:** The course consists of two pylons spaced 250 ft. apart, normally at the backside edge of the runway. Pylons are 10 ft. lengths of 1" PVC pipe, held up with short pieces of rebar driven into the ground.

Pilots usually stand in the normal pilot's boxes during the race and land in the grass off to the side. The plane must fly by the pylons, but not necessarily around them. One pylon judge on each pylon calls cuts standing behind the flight line perpendicular to the pylon. A helper for each racer launches and calls for the pilot. A 60 second start time is allowed. The race consists of 10 laps from a simultaneous launch, signaled by the race judge (CD).

**SCORING:** Scoring is 4, 3, 2, 1 for four plane heats or 3, 2, 1 for three plane heats. One cut drops the pilot to 1 point and last place; two cuts result in zero. Flying behind the flight line results in a zero. Five rounds are usually flown and the pilot with the most points wins.

#### Simple

ACE R/C, 116 W. 19 ST, Higginsville, MO 64037-0472  
(800) 322-7121



Dave Jones, of the Las Vegas Club, holds the ACE R/C AT-6, that he feels would make an excellent e-conversion. Texan E Reno Racing Anyone?

### Greater Detroit Soaring and Hiking Society Electric Fun Fly

Saturday, August 24, 1996

10:00 A.M. - 4:00 P.M.

Electric Sailplanes, Floaters and Old-Timers Welcome



**Purpose:** To introduce Electric Fliers to the GDSHS Field

To Explore the Feasibility of an annual fun fly event

**Events:** Fun Flying

Pilots' Choice if Events are Flown

**Also:** Saturday is also a fund fly day for RC Nostalgia and 3 Channel Gliders

Sunday is the Grand National Nostalgia and 3 Function Contest - All Fliers are invited - Contact Jack Iafret (810) 694-2490

**Food:** Chili, hot dogs and pop for all participants

**Cost:** \$4.50 Admission to the park - Flying FREE, AMA Membership Required

**Questions:** Contact W. (Hutch) Hutchings (810) 335-0844

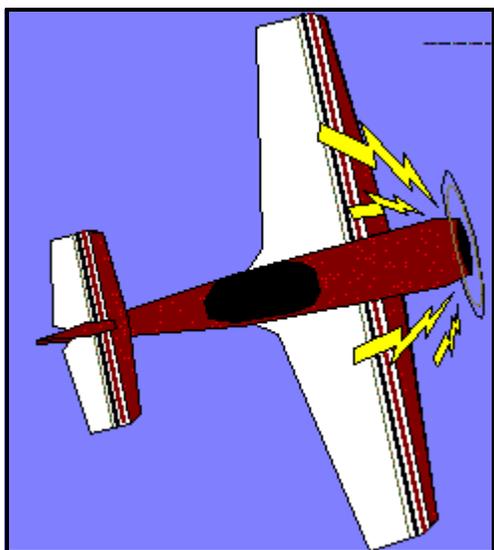
**COME SEE OUR FIELD AND ENJOY A DAY OF  
ELECTRIC FLYING**



Think your flying field is tough, long grass, lotsa trees? Mike Kreft of Phoenix, AZ sent this picture of his landing strip along with the following note:

My landing strip, or why I only fly low performance aircraft!

Wow, Mike! Talk about a CHALLENGE!



#### Cool E-Tee

From: James T Bourke <jbourke@world.std.com>

Ken,

I am selling Electric flight T-Shirts. Details can be found on my web page.

<http://world.std.com/~jbourke/ezone.html>

The shirts say "World Class Electric Flyer" and have the knife-edge Sukhoi graphic that is on the title page of the E Zone.

#### Another Great E-Flight Tee

##### No Noise Tee

Is available from Tim McDonough (127 South Oaklane Rd., Springfield IL 62707; Tel.: 12171 523-8625; E-mail: tpm@inw.net), he donated a sample of a No Noise T-shirt to the Mid-America Flies. It is available direct from Tim or from Kirk Massey of New Creations R/C in Willis TX. (Tel.: [409] 856-4630). The shirt says "Say NO to Glow."

These T-shirts are \$16 for sizes L and XL and for \$17.50 for size XXL. Only Tim is offering a club discount for purchases of 10 or more shipped to the same address.

Let's all show our true colors!

#### MICAFILM -- Uncovering the Truth

By Vladimir Buble and Fred H. Dippel

from: *Silents Please* - June 1996

edited by: Fred Dippel, 2 David Ct., Glen Cove, NY 11542

The subtitle seems to have a sinister implication. It ain't so. It's merely an attempt at humor. Read on.

In offering these notes about our first experience with MICAFILM we wish it to be understood that we are acting out of a spirit of helpfulness and not in an effort to set ourselves up as experts.

Micafilm is different from the more usual plastic, heat-shrunk coverings in that it contains no adhesive, but requires that a special adhesive (Balsarite 6000 or 6001, plain green can) be applied to the airframe by brush (brush only). It is different, also, in that, according to the manufacturer, it is 40 to 70% lighter, 700% tougher, and totally fuelproof. Of particular interest to glow and diesel engine users, "oil soaked wood can be directly coated with Balsarite and then will accept Micafilm." This feature was not of concern to us, inasmuch as both of us were working on new models. However, every modeler is concerned with toughness, and it does seem to be very tough, at least as tough as Ultracote.

#### Now for some specific notes.

1. The instruction sheet included with the product is clear, complete and reliable. Of course, only time will tell whether certain of the manufacturer's claims are reliable, e. g., "never becoming brittle."
2. Ironing technique is very important in achieving a smooth result. First, we judged it important for lightness to apply the Balsarite only to the perimeter of the open framework, although we were told later by Coverite that the material should be fastened to all exposed framework members in the interest of making the framework more rigid. Our procedure required great care in order to avoid distorting the interior covering before the edge was firmly attached. Initial application of the iron should be in the form of a series of closely spaced, light touches followed by closer, firmer touches or strokes. Final passes with the iron along a straight edge might be guided by a yardstick held just inside the edge in order to achieve a neater look.
3. On a surface that is totally sheeted and firm, the iron may be passed lightly up the middle, then worked outward to

the edges. Final shrinking is accomplished with the iron over both sheeted and open surfaces.

4. Difficult curves or accidental wrinkles are handled with the iron, also! The heat gun is used only to remove the covering, which can be done if desired to correct an unsatisfactory application. Where small areas are involved it may be - possible to re-use the material.

5. It still is necessary to avoid excess material within a perimeter, as is the case with other plastic coverings. The material is forgiving of this error, but not totally.

6. Inasmuch as Balsarite is transparent and about the consistency of dope, care must be used in applying it. One smooth, complete coat is enough, but avoid leaving too much in one place and not enough in another. Too much will form a bump which will have to be melted and smoothed out with the hot iron. Not enough will form a weak bond, possibly a visible bubble.

7. Trimming away excess covering is not easy. Freehand passes with a blade, even a very sharp one, can easily result in unsightly, jagged edges which may show even after the overlapped edge is ironed down. The sure way to a neat edge is to cut the piece to fit before ironing. Of course, a -straightedge and your favorite very sharp knife should be used with the material held firmly down on a flat surface.

8. The manufacturer offers IRONEX as the solvent and thinner for Balsarite, but we did not know about Ironex before we needed it. We first learned about it when we opened, the package of covering and read about it in the instructions. So, we used ordinary dope thinner which was all right, except if used too wet near a seam, in which case it got under the covering and discolored it. Ironex, we were told, is nitrate dope thinner with additives. It, too, must be used with care to avoid discoloration.

9. One of the less attractive features of Micafilm is that it is necessary to apply Balsarite to overlapped seams, because you cover up your first application of Balsarite. Inevitably, this procedure leaves the bottom of your iron sticky with Balsarite, which must be wiped off, on a clean, folded, cloth, for example. This feature brings into focus what appears to be the only disadvantage of this material. It takes more time to apply the Balsarite, and you have to wait 10 to 15 minutes for it to dry. That's for the first application and, for each subsequent application for seams and trim. You, the modeler have to decide whether the superior lightness is worth the extra time.

We are indebted to Jeff Troy for clarifying some the above points. Jeff suggested that his book, Sportfliers's Guide to Covering and Finishing, which contains comprehensive information about materials, tools and techniques and could answer many questions for the model craftsman. The book would be a worthwhile addition to any club's reference collection.



**Ken Myers carries out his Skyvolt sport plane for a go at the skies over Saline during the Mid-America Flies '96**

### **The Gulf States Electric Fly-In**

October 26 & 27, 1996

Two Fun Filled Days at the Louisiana Polo Field  
(America's Finest Electric Flying Field)

A scenic ride across Lake Pontchartrain from New Orleans

Flying Starts at 9:00 AM

Registration Fee: \$25.00

Preregistration: \$20.00

Sponsored by the Ozone R/C Club

This is our eighth year and we plan to have the biggest most enjoyable event ever. The order is in for perfect weather and the Louisiana Polo Field should be beautiful. Come fly with us and show your stuff. Bring everything you have. We want to see it. Wait until you see what we have been working on. Do you have a scale model? Come put on a demo flight and we will get the crowd's attention. Bring your old stuff and swap for something new. Don't have anything to fly? Come talk models with us. That's what it is all about. There will be fun flying all day, both days.

For those interested in competition we have lots of that, too. Competition flights will be flown at whatever time the pilot chooses, within a flight window to be determined at the pilot's meeting. Limited motor run events will be flown by AMA Rules except that the flight times will be 10 minutes.

Saturday's Schedule

Fun Flying all day

Prizes and Awards

Class A Sailplane LMR (Event 610)

Awards to 3rd Place

Class A Old Timer (Event 618)

Awards to 3rd Place

### Old Timer Pentathlon

Laid back competition of ROG, figure eights, touch and goes and thermalling, done with an Old Timer. This event is flown while we are waiting for dinner to be served.

### Cajun Cookout

#### Free to Entrants and Family

Sunday's Schedule

Fun Flying all day

Prizes and Awards

Class B Sailplane (Event 612)

Awards to 3rd Place

### Sport Scale

Models will be judged, so bring some documentation.  
Awards to 3rd Place

### All-Up-Last-Down

Anything goes. Contestants may have to qualify for frequencies.

### Southern Electric Championship

Awarded to the High-Point Contestant in this event,  
Memphis in May and the Deaf Electric Fly-In  
For Info: Stan John (504) 386-1478  
P.O.Box 0990  
Madisonville, LA 70447

Paul Perret (504) 524-3442  
1780 Prytania St.  
New Orleans, La. 70130

Ben Mathews (504) 833-5589  
101 Mulberry Dr.  
Metairie, La 70005

### Area Hotels

1. Best Western North Park Inn, (Covington, LA) (800) 528-1234
2. Holiday Inn (Next to the Best Western) (504) 893-3580
3. Mt. Vernon (Covington, LA) (504) 892-1041
4. Green Springs (Covington, LA) (504) 892-4686
5. River Run Bed & Breakfast (Madisonville, LA) (504) 845-4222
6. Holiday Inn (Hammond, LA) (504) 345-0556
7. Friendly Inn (Near Hammond) (504) 542-9939

### New Michigan Flying Periodical

Michigan's *Flying Times* covers all aspects of model aircraft flying in Michigan. It has news and information on Michigan clubs, as well as the schedule of Michigan events.

It is very nicely done, with wonderfully clear photos, using newspaper format. It is published in Imlay City by Robert Ryan and edited by Kay Noble. Advertising and information are directly related to our state.

For further information, or to subscribe, call (810) 724-6035. This is really worth looking into, folks.

### Are You Sleeping?

There were a few "questionable" statements in the July Ampeer. They were there for you to "ponder" and react to. Well, I didn't get the reaction that I expected. One person commented on George Myers rules of thumb. My reaction was that they didn't work very well, but I presented them to you to see what you thought - obviously you didn't give them much thought. Please look at them again and run the numbers against successful planes that you know of.

Second, in Dereck Woodward's comments on using twin motors on a single gear drive, there was the following statement: "Plus side is the freewheel - when you go power off, the prop keeps spinning all the way down to the stall. That looks neat and should cut drag compared to a stopped prop." I thank Phil Pearce, or Tempe, AZ, for jogging my memory. I'd remembered that a spinning prop acts the same as a disk and impedes the glide, actually degrading it. It was a quick e-mail to Keith to confirm this. He responded with the following.

"A freewheeling prop creates a tremendous amount of drag, so it's much better to keep it stationary, or of course, fold it.

When I was a kid, I didn't believe the often used free-flight notion of a free wheeling prop extending the glide. Near where I lived there was a factory with ladder access to the roof, and a field adjacent. I took a Wakefield and made many test glides in different configurations during still morning air, measuring time and distance of glide. Of course, the glides with the prop removed (but rebalanced) were best, a folded prop only decreased performance about 10%. The fixed open prop was next, about the only problem was the plane wandered randomly in flight path direction, making it hard to get good data. The free-wheeling glide was straight and true, but about 70% of the time, and 50% of the distance compared to the clean nose. I removed the prop and substituted various size cardboard disks to estimate the drag. I found the free-wheeling prop had about the same drag as a disk 2/3 the diameter. I tried a much smaller folding prop from another plane, and got similar results, but with less overall degradation. I really think the main purpose of the free-flight free-wheel device was to assure some sort of a predictable, controllable glide path and to prevent loss by acting as a dethermalizer. I

don't remember too many free-wheelers catching thermals, unless they were hat-suckers, but I do remember chasing many folding-prop ones!"

Thanks for that answer Keith!

**Reminder:**  
**The August EFO meeting is at the Greater Detroit Soaring and Hiking Society Meet, Saturday, Aug. 24. See you all there.**

**Upcoming Events:**

**August 3** 2nd Annual Electra-Fly All Electric Fly-In, Pioneer R/C Club Field, Lick Mill Blvd, Santa Clara, CA - AULD, Speed 400 Pylon (Demo Event), Sale and Swap (Fliers Only); \$5.00 registration per flier, AMA Required - Bob Ortman - (408) 379-3884; Lloyd Pound - Day: (415) 842-2040 Eve (408) 263-9197

August 4, Electric Fun Fly - The site is just north of the Washington Beltway, off I-270 and has pretty good grass and a

useable, if short, hard runway. Contact for info is Roy Smith at "Suzie Goose Hobbies" His day phone is 301 279 2966 and his Email is SUZGOOSE@AOL.COM.

**Aug. 17** SEFLI 3rd Annual Mountain Fly Inn, Cooper Hill Inn, East Dover, VT, contact Tom Hunt, (516) 981-2012 THunt95147@aol.com or Don Mott (516) 924-3385.

**Aug. 24** Greater Detroit Soaring and Hiking Society Electric Glider/Old Timer/Floater get together, Addison Oaks Park, North of Rochester, MI Hutch Hutchings, (810) 335-0844

**Sept. 20/22**, KRC Electric Fly-in, Quakertown, Pa.

**Oct. 5/6** DEAF Fly-In, LMR events & All Up/Last Down, highest RC, weight lifting, Dallas RC Club field, Seagoville, TX, Greg Judy (817) 468-0962

**October 26/27** 8th Annual Gulf States Electric Fly-In, Stan John (504) 386-1478, P.O.Box 0990, Madisonville, LA 70447



The Ampeer  
Ken Myers  
1911 Bradshaw Ct.  
Walled Lake, MI 48390

**Next Meeting: August 24, a Saturday at Addison Oaks Park See details inside**