

# Ampeer

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### What's In This Issue:

Plane Ratings – Pixel IV – Getting in touch with HL – Data Logger Info – 10-cell Lazy Bee – LOL '98 – Hot Dawg & Snapdragon – 1/4 scale Scheibe Tandem-Falke – More on Henschel Hs132 – An Invitation – Slo-flyers – A Modeller's Tale – Mid-Am '98



depending of how I fly it.

Tom Cimato tells me I can go to 21 cells if I want and I may! This plane is a real confidence builder. I'd give it five stars, but I haven't flown everything yet, so it gets 4 stars. \*\*\*\*

This plane is finished in Monokote, duplicating the color scheme on my Harley ElectraGlide. The nose art now reads "Electra Hog." I

### Some Plane Ratings

Dr. Walter I. Thyng – docwt@worldpath.net

Here are two new plane ratings:

**Sig Astro Hog:** purpose built and highly modified for electric power.

**Flying weight:** 7 lbs. with MaxCim 15 13Y, 3/1 gearing, 13/8 MA e prop, 18 2,000 mAh cells, three Airtronics 102 servos, taildragger gear w/ Dave Brown lite wheels, Tru-Turn aluminum spinner.

It's off the ground in 20 feet out of grass. Very solid flyer. Speed is fast, but not too demanding. Flight times are 5-8 minutes,

faired the nose in and rounded the tail surface outlines to match the wing tips which gives it a 30's racer look. The pilot is finished in flat black and is wearing reflector sunglasses. He also has a long white beard (I didn't know how to create a tatoo!)





Partial update on the JU-52. I flew it with eight 2,000 mAh cells rather than seven 1700s. What a difference. Still not a pattern ship, but faster and stronger. Also, we hand-launched it! It takes a two hand hold and about six running steps followed by a gentle push and she's up and away. I hope to increase aileron throw next time out and will fill you in, but it already rolls

**Plane rating 2:** JN 4 sport scale from Flying Models plans. Top wing 71", bottom 56", flying weight 6 1/2 lbs.

**Power system:** AF 15G w/superbox, 14 cells, MA 13/8 e prop, Ace Smart Throttle, 3 Airtronics 131 servos.

**Covering:** Micafilm.

Wheels home made per the MAN article.

This aircraft is perfectly balanced! It flies like a Jenny. The takeoff run was about 100 feet in grass. She lifted off almost majestically and then that big slow turning prop hauled it around to the left, but it responded fine. Climb out took time. Just like a Jenny. There was little perceptible difference between full throttle and half, so I flew at half except for maneuvers. Stalls are a series of gentle porpoises. Loops require a dive and end in a flop. Just like a Jenny. Rolls are very unscale-like, if you add rudder to the ailerons. Landings are rock solid and gentle, but almost always with a bounce, just like a Jenny. I have no meaningful flight times as I was extra careful to keep some power on hand. FOUR STARS! \*\*\*\*

I followed the plans except for the plywood doubler at the wing saddle and a different bottom wing -landing gear attachment.

"BITSY" on the fin is a motorcycling term for a bike that's made up from bits 'a this bike and bits 'a that bike. The JN-4 was 90% built from material saved in other wet to epower conversions.

Does anyone know what has happened to AI/ROBOTICS? The number I have (909-369-9693) is disconnected and no new one is given. The switch on my FX-35D has died and I either need a new one or someone who can install a substitute.



better with the extra speed of the eight cells.



#### Pixel IV

Alexander Van de Rostyne  
alex@staf.planetinternet.be

Ken,

For your info, I just did the first flights with Pixel IV. It has everything Pixel II had, except that it is substantially lighter. I now am at 68 grams in flight. Attached are the first pictures.

*For those of you who've been following the development of this series of tiny helicopters, more information can be found at Alexander's web site at: <http://www.planetinternet.be/pixel/>*



### Getting In Touch with Hobby Lobby

The internet and email have changed the way that many people communicate. Unfortunately, it can sometimes lead to miss communications, as has happened with some of Hobby Lobby's valued customers. In speaking with Jim Martin, he noted that the best way to get directly to Hobby Lobby for your answers to questions about products, or technical questions, is to use the address that goes directly to them at 74164.2423@compuserve.com

By using this address, instead of the reply via their internet address at: <http://www.hobby-lobby.com>, you will be sure that the HL staff will answer your question promptly.

### Data Logger

Hannes Steets – [steets@compuserve.com](mailto:steets@compuserve.com)

Hi Ken!

My name is Hannes Steets and I live in England, I usually download the brilliant Ampeer Newsletter from the Web and enjoy it very much.

I just reread the November '97 issue and stumbled over what you wrote there:

"I have a challenge for all of you "electronics" experts out there. Design a light-weight unit >to go in a plane to measure RPM, Amps, and motor voltage, and store that data for download to a computer via a serial or parallel connection. Supply the computer software to display a graph(s) of that data through the whole flight, and do it for less than \$200. Yes, I know it has been done, but the units I've read about are overly expensive for the 'curious', average modeller to afford. How about it? Can it be done, be accurate, and be relatively inexpensive? Km"

I think I have found what you are looking for! Milan Lulic, one of the editors of the German "Modell" magazine has come up with a little circuit (1 1/2" x 1 1/2" x 1/2"), 1/2 oz. which goes in your plane, plugs into a spare receiver channel and measures Volts, Amps, RPM and has one extra input where a height sensor, temperature or even an airspeed sensor can be connected. You control the measurements from a spare channel on our transmitter. Up to 250 data sets are possible. Then when you land the plane, you connect a LCD readout via a 4 wire connection and then you can scroll through all your data. You can also download it into your PC. The thing even measures your mAh consumption during flight, as well as static measurements on the ground.

And now the really good part: the whole thing (as a build yourself project) costs only \$100 incl. the LCD readout and the 3 basic sensors! (volts, Amps and Rpm)

I have just asked for more information on this little marvel, because I want to build one!

I think that Milan can supply the circuit boards and the microcontroller chip which has all the functions programmed in it, as well as a list of the other necessary parts.

I am not sure whether any info is available in English yet. There are rumours that one is being built for evaluation in a UK modelling magazine.

Happy flying! - Hannes

*This sounds pretty good, and the price is certainly reasonable. I hope to be reporting soon on the American made controller that will also do this. Hey, Pat, any chance of getting one soon? km*



Minter Photo

### Ten-cell Lazy Bee

Steve Minter email: [76614.2471@compuserve.com](mailto:76614.2471@compuserve.com)

*Steve comes to the US to a bit of work, and on his visit in June, he came to the EFO meeting. I was flying the Eaglet 50 on 10-cells, and he liked what he saw. Later in the week he came out to the Midwest field while I was flying the TigerShark and the Eaglet 50 again. He really liked the way these planes flew on 10 cells, and after returning to England sent the following:*

Ken,

A very brief email due to time constraints: It looks as if I won't bring a model with me next week; no time to build the box.

I have now flown the Magnetic Mayhem + Astro 217 controller + 10 cells combination.

Firstly, I ran the motor in for an hour or so at 2 volts, to seat the brushes. I then charged and cycled the nicads a couple of times to run them in.

I built a 10 cell pack, and installed the controller. (I use a standard setup in all my planes, which means I can swap drives in 3 minutes) I mated the motor to a 3:1 Master Airscrew gearbox.

I went up to the flying field at about 10:00 with reservations; it was quite windy (like the Saturday we went to Midwest RC, but more so).

I first flew the Lazy Bee on 7 cells, to get a reference. The grass was very long, and it would not ROG. I had to hand launch for the first time ever. After which it flew very well.

I then put in the 10 cell pack. It took off like the proverbial scalded cat, flew big loops etc, until the prop fell off (!) The grass in the field is about 3 feet high, so I never found it. I guess it will wind up in a hay bale.

I then borrowed a 11 x 6 prop, flew again on the same battery to the accompaniment of comments like "plenty of power there!" from the glow motor bunch. The higher wing loading actually helps it to handle windy conditions.

**Conclusion:** from now on I fly 10 cells and I had be st buy an Astro 110D charger.

Regards, Steve

lengths, etc.

Attached are a few photos taken by Joe Cannella from Springfield.



Jerry Smartt with his HUGE Miss Philadelphia

Ben Beard, 1501 Deerpath, LaGrange Park, IL 60526, brought his Tiger Moth. The Tiger Moth is his first electric plane. It's powered with a planetary drive Aveox system on 18 cells, I believe. Very graceful in flight. He and his wife both commented on how friendly and relaxed the atmosphere of an electric meet was compared to other events they've attended. I told them about Mid-America and they sounded interested in coming. (They Did! Very nice flying plane. Km)



Minter Photo

Land of Lincoln '98

*Thanks to Tim McDonough for keeping me updated on the LOL for '98. I had every intention of attending. I even drove 5 hours, but between my bad back and the really bad weather, I just couldn't make it.*

*I wrote to Tim:*

*Thanks for the update on the LOL. I heard that some mighty interesting folks were there, ie Jerry Smartt with his huge plane. I really wanted to see that one!*

From Tim:

This critter was H U G E !!! The wind died off enough that he flew it about 4:40 or so Saturday. I believe he said he's going to try and make MidAm this year.

I really wanted to see his big glider fly too. It has three receivers so he doesn't have any problems with wire



Nick Rollins (Springfield, IL) was building a Pat Matte's Models Blue Foamy while he ran the transmitter impound during the event.





### Hot Dawg & Snapdragon

William J. Bowne email: beaglvr@erols.com

Both models are scratch built, all-wood, drawn via CAD, and both have the same wing area – 450 sq. inches. Unfortunately, I no longer have the complete plans file for the Snapdragon, due to a fault in DesignCAD 2D.

The Hot Dawg started out as a low-winged Ol' Dawg, but I changed the airfoil from a Clark YH to flat-bottomed one to make the landings even more gentle. The aspect ratio, span, etc., are the same, although I made the tips a little more rugged as they are more vulnerable to hitting the ground than on the Ol' Dawg. The Hot Dawg has a geared Astro C05 (brushed) on 8 1400 SCRs, turning a Master Airscrew 11 X 6. It weighs 54 ounces RTF. The black area on the fuselage top is the battery-changing hatch. Covering and trim are Monokote.

The graphic of a dog chasing its tail was done by printing a reversed clip art image on an overhead projector acetate. I cut out the image, sprayed the BACK with white paint (to match the Monokote), and then glued the image in place with 3M-77.

The Snapdragon was inspired by my seeing several airplanes with laminated, curved surfaces. In almost 30 years or R/C flying, I'd never built any laminated surfaces, but I have now! I was very happy with how the laminated wingtips and horizontal stab came out.

The Snapdragon is powered by an Astro 035, turning a Zinger 11 X 5 via a Master Airscrew 3:1 gearbox, and powered by 10 SCR 1000 cells (Thanks to Ken Myers for the idea!). It weighs 48 oz, RTF. All covering (including the numbers) is Micafilm. The only non-Micafilm covering is the red trim striping, found in a bargain bin at a closing discount department store (another benefit of oil-less electrics <G>).

Where I screwed up was in making the nose too long and the elevators too small. Nose-heavy, Snapdragon

will roll and loop very well, but I can't get it to snap! I have to move some equipment aft to move the CG aft, but I haven't yet figured out what! With a flat-bottom airfoil (stolen from Bob Kopski's Revolt), it will fly very, very slowly and is very maneuverable. I originally used an APC 10X6 prop on the Snapdragon, but found the 11X5 better matches the low top end speed of the model, plus it gives better acceleration in the low and slow aerobatics I prefer.

I will be providing plans for the Hot Dawg to Elliott Boulois (Institute Of Silent Flight). Due to his medical problems, I don't know when Elliott will be able to make the plans available for sale, though. He has already started making Hot Dawg kits, but their availability also depends on his health.

As I said above, DesignCAD ate the Snapdragon plans (actually, it only ate the fuselage plans. I was able to salvage the wings and horizontal stab). I still have most of the printouts I used to build the existing Snapdragon, but I'm keeping those in case I want to build another.



### 1/4 scale Scheibe Tandem-Falke

Gudmund Thompson Email: Gudmund@aol.com  
Ottawa Remote Control Club

I thought that you may be able to use a short note and picture from me showing an electric project.

Last fall I ordered, from Tom Hunt, a T-1000 motor/belt drive system, with the suggestion that I would mount it in a 1/4 scale Scheibe Tandem-Falke, to be built from Cliff Charlesworth's plans. Well, the project has been a success. The dewalt motor, on 24 cells, has sufficient power to effect the type of flights that I want. The model weighs under 17 pounds in the electric mode and just

over 15 pounds as an unpowered sailplane (I have built two noses for it). It has completed almost 50 flights presently, with about 10 as a motorized sailplane and the remainder launched from a winch. I am quite pleased with the whole project.



### Henschel Hs132 Article

Martin Lagerstedt email: [etxmlag@kk.etx.ericsson.se](mailto:etxmlag@kk.etx.ericsson.se)

I read with great interest the article called "LET'S TRY AN EDF." in the July Ampeer. Why? Because I am the one that designed the Hs132 that is described. I am very surprised that the model became tail heavy. He wrote that the fan is located behind the CG. This must be a misprint. The fan and motor are placed exactly on the CG so you can test different fan units and motors without a CG change. If you look at the picture you can see the white spinner from the impeller, and it is located on the wing where the CG should be. My model with 7 cells gets the right balance if the front of the battery is lined up with the rear of the silver painted cockpit (see picture). He must have had very bad luck with heavy wood when he built his model.

Anyway, the model was design to be a easy to build and fly EDF model, and at the time I design the model (several years ago) the only electric fan unit on the market was the Morley Jet Elec.

I fly my model with 8 Sanyo 1700SCRC or RC2000. The motor I have found best with this fan is the Kyosho Mega, 2x20 windings with the timing fully advanced. Static test with this combinations gave 400g (14oz) of thrust (28A). This model flies OK with this combination. With no wind the climb is not great, but it is fun to fly and it looks great in the air.

At a Jet meeting a month ago I was the only model in the air the last day of the meeting. It was to windy to fly for them!

I have talked to other builders of this model that have used the Mini-Fan 480 with a 480 race and lighter cells with great success. A very good setup would be the

Mini-Fan 480 and a HP 200-20-60 motor or the Aveox 1114/4Y on 8-10 1250mAh cells.

Best Regards, Martin Lagerstedt

### An Invitation:

[Peter\\_H.\\_Foss@gmrnotes3.gmr.com](mailto:Peter_H._Foss@gmrnotes3.gmr.com)

I would like to invite the Midwestern US E-flight community to attend a Skymasters RC Club of Michigan's event, a Multi-engine or Multi-wing event on August 8th. It is for any plane with more than one motor, or more than one wing.

This event would be a perfect chance to expose our club members to the world of electric powered modeling. Since we have always had one of the lowest noise limits in the Detroit area, our club is a natural of eflight. Our current limit is 95 db measured at 10 feet over grass.

For pictures of our site and a map see the club website at <http://www.geocities.com/~skymasters>

### Slo flyers..Electric of course

Bill Bruce, HCR 69, Box 364, Sunrise Beach, MO 65079

I'm building a 48", high-wing rubber powered model that I intend to convert to Electric. I envision a REALLY LIGHT WEIGHT plane using rudder only with the smallest receiver and servo I can find. For power I intend to use the rubber prop and about 8" of rubber motor mostly for a drive shaft/universal joint kinda thing. Now comes the really wild idea...I have removed the motor and gear reduction drive from a Polaroid camera. This sounds hokey...but this is a really powerful motor along with the gear reduction drive. The 6v batteries that are available in any spent Polaroid film pack should give a nice flight duration and are very light weight. I might even use them for Rx and servo power... though small button cells would do nicely here. I picture a really slo flyer with a lot of time for cont rolling.

Just a word about me...I started RC in early 60's flew CW and escapements, pulse, reeds and finally proportional 10 channel. Most successful was a Logitrol/KAOS stunt plane. As you can see I have some hours at the stick. I am now retired and have the urge to get back into flying, but I don't have any desire to carry gas cans, starters, flying boxes oily rag cleanup et c, etc, etc. Just pop the plane out of the trunk and FLY.

I'm also building a 30" Ryan ST that will be quite small for what I had in mind but it was my first experience with laser cut kit and CA glue...What a joy to build.

P.S. Why don't I hear more about Lithium Rechargeable Batteries? I just saw a Sony Video Camera with the lightest smallest 6v battery I have ever seen. It must be 1/2 the size and 1/10th the weight of it's Nicad or nickel Hydride equivalent.

*For the use you intend, these power sources should be fine. For higher amperage draws, they just don't work out well. km*



### R/C flying :-)

Jeff Hauser (EFO member)  
Email: [jmhauser@teleweb.net](mailto:jmhauser@teleweb.net)  
Dateline: Eastpointe, MI

In the late morning a Mr. Jeff Hauser ventured out to the Midwest R/C flying field. The weather reports said sky would be clearing by early afternoon. Upon arriving at the field, the weather was a lot worse than at his house and worse than had been forecasted. He (Jeff Hauser), being at the field all by himself, decided to charge up and see if the weather (fog and mist) was going to lift.

Well it did come up a little bit, not enough to do aerobatics, but he could do touch-and-goes. Jeff walked out to the middle of the field looking east because there was a slight wind out of that direction. The take off was straight down the runway and the Plane (BFI so named by good flying buddy Ken Myers because of its heavy weight) climbed out very sharply. It was very nice looking with the fog and birds flying around chirping in the light mist.

He was thinking, as he turned downwind, that the new gearbox bearing would be nice and hopefully that would quiet BFI a little.

The first touch-and-go was very nice, and so was the second and third. On the fourth try things went horribly wrong. Downwind was fine, just the way the other three

had gone. Base was a little high, but not so much as to start a go around. He just came back a click or two and flew the base a little longer. He turned FINAL and thought that he was still a little high so back a few more clicks of throttle. Then, all a sudden, the weeds were reaching up and grabbing his landing gear. He shouted some obscenities and applied full power but it was too late. The plane turned a hard left and cartwheeled onto its back. The wing came flying off and fuselage lay on its back.

The stillness was only broken by the verbal self-abuse from the pilot as he walked to the wreck. Looking over the wreck he said, "It can be repaired."

The pilot said that because it had been rebuilt before. The lighter construction on the rebuild seemed to have contributed to the damage. The batteries did most of the Damage, as they came flying out.

I was told that this was Jeff's third time out this year and that it was the third broken prop. He told me that he would have the plane rebuilt by the weekend, but was not going to flying until his good flying buddy, Ken Myers, could go with him.

And that's the way it is June 10th, 1998.



### Tiger Kitten

John A. Williams email: [qyetfli@home.com](mailto:qyetfli@home.com)

My new TigerKitten flew today. It has a geared Astro 15, 12 Sanyo 2000 cells, Master Airscrew Electric 11-7 prop, and a Jomar Sportmax ESC. Weighing in at 80 oz. gave it a 26.5 oz/sq ft wing loading and a 65 watts/lb input. It flew really well, but I was still feeling it out on the first flight.

The wind came up before the second flight. Although it is a fussy building job, I guess the good looks and fly ability are worth it. If it lasts long enough, I'll try flaperons and coupled rudder-aileron to make take-off and landing a little easier.

My last two planes, the Tigerkitten and Cloudancer

have really been 4 1/2 stars, or better. New Creations says they are trying to source the Coulddancer kit overseas.

Keith.

We must also thank all of the sponsors for their



### The Mid-America Electric Flies '98

WOW! The Mid-Am '98 was the best ever. Sure, you've heard that before, but it was!

When doing a write-up of this type of event it is very hard to start and also to keep "interesting" to those who weren't there, but...

I must first thank the 86 registered pilots for making it such a great weekend. You folks are the best. Thank you for your continued support over all these 13 years.

Of course you'll probably skip the next couple of paragraphs, since you don't know these people, but they are the ones that we all need to thank for the success of the behind the scenes work that MUST be done to make a meet like this so very successful. I want them all to know that I do indeed thank them for their great efforts. Never in the course of electric events have so many owed so much to so few.

**Working members of the EFO:** (*I want to hear applause while you are reading this. km*)

Jeff Hauser, Norm Dmuchowski, Terry Povlich, Ron Lalinsky, Bob Clapp, Richard Utkan, Mike Holroyde, and of course, the only reason that the Mid-Am exists as it does, my wife, **Chris Myers!** We were also very lucky to have a Midwest R/C Society member to help us out in the concession tent.

**Working members of the Ann Arbor Falcons:**  
(*More applause km*)

Jim McDermott, Bob Burns, Bill Higgins, CJ Wysocki, Ken Bates, Ken Shaw, Warren Plohr, Lynn Carpenter, Larry Schilhanek, Dave Hares, Sue Hares, Ruth Hares, and Debbie Hares.

Every person contributed a great deal (*They had to. There are so few of us and so many of you! km*) to make this an excellent event, but some very special thanks are sent to Chris, Warren, Ron, Bill, the Kens, the Hares, Mike and Jeff from your ever thankful CD's, Ken and

generous donations, which are very much appreciated. Air Age Publishing (Model Airplane News), Aerospace Composite Products, Astro Flight, Inc., B&T Racing Products Inc., Carstens Publishing (Flying Models) - Castle Creations, Dymond Modelsport, Electric Flight Products (Tim McDonough), Electric Model Systems (featuring Jomar products), Futaba Corporation of America, Garrison Aerodrome, K&A Models, Kress Jets, Inc., Master Airscrew: Windsor Propeller Co., MaxCim, ModelAir-Tech, New Creation's R/C, Radio Controlled Models (RAM), Inc., Rocket City Specialties, Sig Manufacturing Co., Inc, SR Batteries, Inc., Tower Hobbies, Unbeaten Path Imports, Vinyl Graphics by Greg, Viper Model Products, Ralph Weaver

Thanks also go to the **Midwest R/C Society**. Because of the very generous donation of their fine flying field, the Electric Flyers Only, Inc. and Ann Arbor Falcons were able to put on this World-class, premier event.

There were 86 pilots from Michigan, Pennsylvania, Minnesota, Wisconsin, Indiana, Illinois, Iowa, Connecticut, Ohio, North Carolina, Ontario, South Dakota, New Jersey, Maryland, Texas and California. A realistic estimate of the number of aircraft ranges from 350 to over 400!

Because of the absolutely perfect weather, there were hundreds of sorties flown. Many of the out-of-state fliers stopped by to check out the field starting on Friday afternoon, and they also did a bit of flying.

The official fly started at 10 a.m. on Saturday and continued until 5 p.m. when the field was once again opened to all MRCS members, while Keith Shaw and Ken Myers passed out awards and prizes. Next there was a potluck picnic at 5:30 p.m. and then many chose to fly until dusk, along with several glow flying MRCS members. The flying continued well into the night, stopping at about 11:30 p.m. with as many as 6 and 7



planes taking to the sky at the same time. The glow had to look like UFO's to all passing by on 5 Mile Road.

MRCS's president, **Howard Kendall**, wowed the assembled e-fliers with his after dark 3D aerobatic helicopter piloting. After his flight, the e-pilots could be heard shouting, "He's the man, he's the MAN!!!"

Sunday proved to be even more "laid back" than Saturday. Lots of pilots just flew themselves out. It was another great day of flying and friends. The awards and prizes were passed out at 3:00 p.m., when the field was once again opened to all MRCS members.

The aircraft were all sizes, shapes and colors; fast, slow, scale, tiny, huge, scale, sport, glider, old-timer, ducted fans, multis, autogyros, helicopters and some that just defy description or category!

The pilots showed their thanks by leaving the field almost spotless. These folks know how to have fun and be responsible at the same time.

There were so many highlights it's hard to get them all, especially when it is very hard to watch a ll and see all when you're running around seeing that all things are "falling into place". There were only a few safety incidents that needed corrections. Thanks for your safe flying folks, and also remember to crash "on this side of the tracks!"

Some of the folks that went home with special awards were:

#### **Saturday:**

Ken Bates – All up/Last down & Longest Timed Flight  
 Dave Grife – Best Scale – Fokker D-VII  
 Martin Irvine – Most Beautiful – Spanish Fury Bipe  
 Jim Jager – Best Multi-motor – A-10  
 Jim Young – Best Sport Plane – Elipse  
 George Heiman – CD's Choice – Krumpler

#### **Sunday:**

Darwin Garrison – All up-Last down S400 – Pushycat  
 Daniel Lane – Longest Timed Flight S400  
 Martin Irvine – Best Scale - Spanish Fury  
 Joe Hass – Most Beautiful - Global Hobbies Hurricane  
 Don Belfort – Best Mini-electric - ME-163  
 Chris True – Best Ducted Fan - MiG 15  
 Les Garber – CD's Choice - Autogyro

When Chris True picked up a 5 turn armature for his Astro 035 in his MiG-15, it really flew outstandingly well. When Keith presented the award to Chris for Best Ducted Fan he noted that it flew like a jet should with lots of authority and a great sound.

Keith and Dave demoed their planes, which is always a treat for the spectators and pilots. Keith usually builds one new plane every. This year he brought out his new

**That's a 26x16 prop!**



Fokker D-VIII. The Fokker is a large WW1 German fighter. It has the new BIG MaxCim motor, nicknamed "the hockey puck" by Keith. The Fokker flies very well and takeoff occurs at about 1/2 throttle. Keith put on several impressive flights, considering that it just had its first flight on Friday! Dave also demoed his new Fokker D-VII, which took the scale prize on Saturday.

Don Belfort's Me-163 Komet was a super flier. He'd bungee launch with a strong bungee. The Komet would go straight up from the launch. It was a lot like the real one, and it was very fast. Dick Fleming's French twin-engine bomber is always a joy to watch in the sky. Jim Ryan's new S400 Bearcat flew very well and was absolutely beautiful. Jack Sowle's Goldberg Sukhoi is looked very good with its big MaxCim power plant, like the one in Keith's D-VIII. Andy Fok, of Unbeaten Path Imports had his Constellation flying a lot. I really want one! Thanks for "tormenting" me all weekend!

There were at least three T-33's that flew. The ones with stock power were okay, but Chris True's AF Turbo car motor powered 10 cell was excellent!

Helmut Goesll, of Dymond Modellsport, had one of his ARF s400 racers called the Adrenaline flying very well. Pat Mattes's A7 with prop flew well, once he got a good launch!

Many of the pilots had a lot of fun after the picnic on Saturday. The field was opened for "open flying" and a lot of the slow fling planes came out, because the air was calm and cool. Ralph Weaver flew his Li-Ion powered Bleriot for at least half a n hour. Don Belfort also flew his scratchbuilt Bleriot. Even the dark didn't stop the fliers, as they continued on with "lights" of various kinds until too tired to continue.

What a great event! There will be lots of pictures next month, and even more coverage of this event. For even more accounts of this event, watch for write-ups in MAN, Michigan Flying Times and Flying Models.

## Upcoming Events:

August 2, 3, & 4 **AMA/NEAC Electric Nationals**, Muncie, IN at AMA Headquarters. Old-timer, glider and S400 competition. Contact: DWard79207@aol.com, president of NEAC

August 8 & 9 **Fort Wayne ElectriFly** contact: email: Pat-Ingrid-Mattes@Juno.com, Pat Mattes, Yoder, IN

August 15, **5th Annual SEFLI Mountain Fly -Inn**, East Dover, VT, AMA sanctioned Class A event. Fun -fly for hand launched electric models all day (and into the night!!), Class A and B electric sailplane and Class A old-timer events – contact:  
Tom Hunt (CD), email: THunt95147@aol.com

**August 22 & 23 2nd Annual MARCEE/ST. PAUL R/C ELECTRIC FUN FLY** St. Paul R/C Field contact Steve Pauley stevepauley@worldnet.att.net or phone 612 -560-5529

**August 22 & 23, Halton Hills - George Ball Electric**

**Funfly** Contact: Geoff Miller (905) 454 -5198, Halton Hills Flying Field, east of Georgetown, Ontario or Al MacDonald

**August 28, 29, 30, Chilliwack (BC) Fly in & Swap meet**  
Contact: Ron Dodd RonDodd@aol.com There will be no entry fee, camping is free for the weekend. We are working on having a Radar setup for those of you who want to see how fast, or slow your plane goes. To get here, take highway 1 east of Abbotsford to Exit 119 B. Then, just follow the signs to the field. If you need a map Email.

**Sept 18, 19 & 20, KRC '98**, Queen City Airport, (PA) Durell Leister Sr., (610) 825 7758 (home) and (610) 270 3563 (work). Please remember we are on Eastern Standard time! or email: Anthony Assetto Be sure to check out the Web Site for the latest details.

**October 4 & 5, 11th Annual DEAF Electric Fly -in**, Sponsored by the Dallas Electric Aircraft Fliers at the Dallas R/C Club Field, Segoville, TX. Greg Judy, CD, 212 Freedom Lane, Arlington, TX 76018 (817) 468 -0962 or Frank Korman, 9354 Forest Hills Blvd., Dallas, TX 75218-3633 (214) 327-8411



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

**Next Meeting: Date: Thursday, August 6  
Time: 7:00 or ASAP  
Rushton Rd. Flying Field**