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Ampeer subscriptions are \$10 a year U.S. & Canada and \$17 a year world wide.

The Next Meeting:
Date: Thursday, January 8 Time: 7:30
Dublin Elementary School, Room 1, just north of the Community Center, on Union Lake Rd.

NIGHT OPS

R/C flying at night

by permission of Timothy E. Cone from the Website containing this information

nightops@rc-aero.com
Ph: (209)291-0447
Fax: (209)291-1459

TEC Systems
NIGHT OPS
3038 Sylmar
Clovis, CA 93612

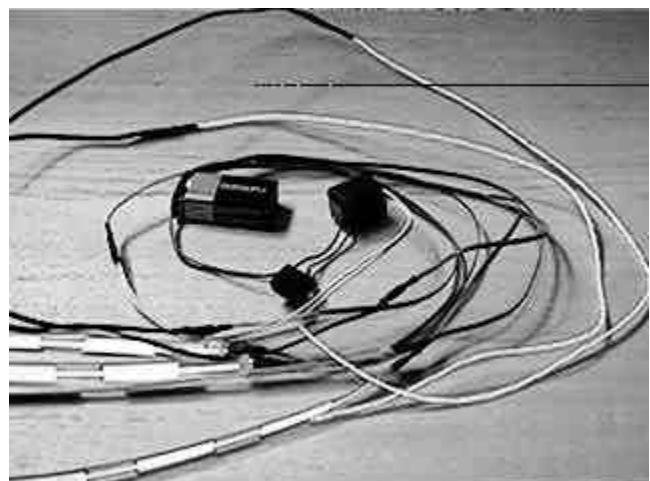
Date: Mon, 27 Oct 1997 11:19:51 - 0800

Subject: [RCSE] NIGHT OPS R/C flying at night

Well daylight savings time ended this Saturday. With the days growing shorter and the nights growing longer, it's dark by the time most people get off work. This spells the end of stopping by the field or slope for some after-work flying. At least that's what it used to spell...

The Night Ops System I have

developed a product that makes flying R/C after dark truly practical. The system is called "NIGHT OPS" R/C Night Flying Lights. NIGHT OPS installs on any airplane in just a few minutes, and can be transferred from airplane to airplane just as quickly. The system consists of 6 lamps and a power supply. The power supply can be placed inside the fuselage or taped to the outside if you don't have room. (I cut cavities in the fuselage of my foamies). Just remember to put the power supply and battery near the CG. Four of the lamps are flat (I mean REALLY FLAT). The flat lamps


**What's
in this
issue?**

NighOps - More Thanks for Mid-Am '97 - Mid-Am '97 Video - PT Elec. Rating - Mirage/Skyvolt/Meagerwatt Ratings - New ESC's - Simple 400 - FIESELER FI-156 - Davis Tach - Canard info - It's MR. Tom Hunt NEAC & AMA Nats Grand Champ! - Thanks for the radio - Ryan's Hellcat & P-38 - Cheap NiCads! - MaxNEO-13D

weigh 3.13 grams each and are .009" thick, .375" wide and 30" long. The flat lamps are attached to the wings with scotch tape. I've been putting 2 flat lamps on the top and 2 on the bottom of the wing. The other two lamps (wire lights) are round wires 3/32" in diameter by 12" long, and weigh 2.35 grams each. One wire light is taped on the perimeter of the fin and rudder (don't worry, they're very flexible) and the other wire light is taped around the nose (don't worry the "wire lights" seem to be indestructible). The power supply is .83 x .68 x 1.0 inches and tips the scales at 30.2 grams. The system runs for 8-10 hours on a 9 volt battery (the system draws about 85 mA). The lamps generate no heat or RF and are good for about 5000 hours of use. That's it, plug in the battery, turn it on and launch on your first NIGHT OPS.

This setup has proved to be very fly-able. The combination of lights on the wing and perimeter of the fuselage/empennage allow precise recognition and control of pitch and roll. I know what a lot of you are thinking "Night flying, this must be pretty tough". I'm relatively new to r/c (less than a year) and find night flying with "NIGHT OPS" to be no more or less difficult than flying in daylight, just different. I have yet to lose orientation with NIGHT OPS!!! (which is a pretty big statement considering how



recently I crashed during the day because of misinterpretation of model orientation--pulled when I should have pushed ... oops.) At the Visalia Fall Fest I let numerous people bungee launch my "NIGHT OPS" equipped DAW Me163 with no orientation problems. I also had a DAW TG-3 (that Dave Sanders was kind enough to loan me, thanks Dave) lit up with "NIGHT OPS". I won't mention his name without permission, but a very well known pilot was seen practicing his spot landings with the NIGHT OPS TG-3. The fact that he used Dave Sanders' hat as his landing spot convinced Dave to place aforementioned hat on the ground. This pilot has amazed me every time I've seen him fly, but spot landings in the dark with a very high landing scores (90+) on most attempts?????

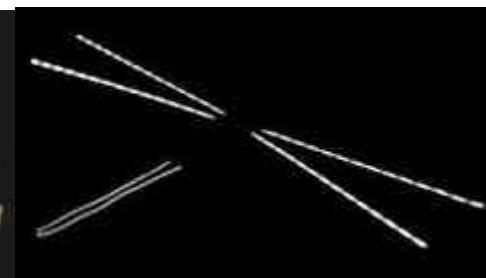
This system is very, VERY bright. Much, Much, Much brighter than cyalumes. At the Banos Bash this last Sunday, the airplane illuminated the slope as it flew over. You could distinctly see the hill being illuminated with the airplane at an altitude of 40 feet. "NIGHT OPS" is that bright. The airplane lit the slope well enough to shoot low approaches and touch and goes. The brightness for the lamps is listed as 19 FL or 65CD/m². I wouldn't know a foot lumen or a

candela per meter squared if it walked up and asked to borrow a photon or two. The best way to describe how bright NIGHT OPS lights are is this: In my darkened room, with the airplane resting on the ceiling fan I can read a newspaper by the light of my "NIGHT OPS" airplane lamps. (I recommend turning the ceiling fan off prior to this experiment.) I guarantee that brightness will not be a problem. If you FLY for 5000 hours and your lamps burn out, you've got too much spare time and I am jealous, but I'll replace them free of charge.

I am very interested in any questions you may have, and can be reached by the methods listed above. Thank you for taking the time to read what worked out to be a long post and I hope to see YOU during NIGHT OPS.

Timothy E. Cone

(Tim's site is Hosted by: Garrison Aerodrome, a great place to get your information posted to the WEB. The web page maintenance by Whirlwind Systematics. For more information contact Garrison Aerodrome through their Website at <http://www.rc-aero.com> km)



Far left: Olympic II in daylight

Near left: Olympic II with NightOps system

More Notes on the Mid-America Flies

Although it is now a LONG time since the middle of July '97, I want all of the EFO and Ann Arbor Falcons to know just what a GREAT JOB they did, and how impressed everyone was with their PARTY! Yes, it's a party, a celebration of flight, and especially e-flight. Great job folks! :-)

Jim Bourke - Head honcho of the E-zone Magazine and maintainer of the eflight list, "I just got back from the mid-America fly-in a couple of hours ago. I'm sorry that I missed Saturday because several of the people I was hoping to see were not there on Sunday.

It was a great event. The weather cooperated wonderfully. I packed my Ministreak into a small box and brought it with me, but I was only able to put in one flight due to a problem with the aileron servo. My FMA S-80 went out just after the first flight of the day. I was fortunate that it did not have any troubles in the air.

Highlights of the event:

Keith Shaw and Dave Grife flew their warbirds in formation a couple of times on Sunday. This was very impressive. I hope my photos turned out all right. One of

the shots had both airplanes and their pilots in the picture, with Keith's Spit in the knife-edge part of a roll.

Marc Thompson really surprised me with his piloting ability and excellent airplanes. Of course, he brought his Cloud Dancer along so I could whine about how much I missed mine. Most impressive was his Water Bomber amphibian plane, which performed incredible end over end tumbling maneuvers unlike anything I've ever seen. Definitely a non-scale power system in that thing!

Archie Adamisin brought along the prototype for his new Sliver 400 pylon racer. Its hard to tell with only one plane in the air, but this design seems to be the fastest speed 400 pylon racer I've seen. This year's nats will demonstrate how competitive speed 400 pylon can be. Archie seemed happy, and a little surprised, with the performance. I was told that this was his first electric powered plane (though he is an accomplished glow pylon pilot).

I took four rolls of film. I'll write up a report of some kind for next month's E Zone (*It was in the August E-zone km.*)

Congrats to the CDs of the event, Ken Myers and Keith Shaw, for putting together a very enjoyable, relaxing event." **Clay Howe** - "WOW! Another great Mid-Am weekend...I think that Keith mentioned that this was the 11th Mid-Am, and although I have only attended the past four, it was the largest crowd that I have seen at the event. I'm sure that Ken Myers will give us a full report, and I would expect to see that there were at least 75 registered pilots - maybe more. (*66 on Saturday, 63 on Sunday - 75 pilots and over 280 plus aircraft! km*)

The field was quite nice and there was usually a slight wind almost straight down the runway. Although the temperature was a little high - 80's to 90's - there was lots of shade available, and plenty of cool drinks to keep everyone from drying out.

My plans were to do a little flying, and a lot of video... and I did get the Kadet up a few times and a couple flights on my original SP400 sport plane.

Several people who have purchased my other e-flight tapes were at Mid-Am and asked about the '97 tape... if all goes well, I'll have it done in a couple weeks. (*It is! See how to order elsewhere in this issue. km*)

Louis Dionne - "Last's year Mid America (1996) was my first real R/C meet (and electric as a bonus). It was a revelation to me. Yes there is more than just me, more than a handful us, more than just barely flying around. This year was a real boost, an inspiration.

Here are some of the highlights from my perspective.

- Stopping by Mt. Baldy for some evening slope soaring.
- Seeing again several EFlight members and other EFlyers.
- Having a new local flying buddy - Mark.

- Lynn Carpenter's Gypsy Moth
- The Bearcat's flights (and Keith's flight over it, too)
- The night flying (E powered free flights, Ralph's Bleriot and Doug's lighted Skimmer)
- Marc Thomson's Spitfire and Canadair water bomber (when I grow up I want to be just like him ! the car, the planes, the flying skill,... the wit, the smile)
- My Hurricane on it's test fly (and people making nice comments about it - thank you Dave and a real big thank you Keith for the help and coping with my hooking finger)
- The great site and sun (but next year, please use the dimmer)
- Having New Creations, UPI and MaxCim on site (thank you for helping me emptying my pockets)
- Laddie and his marvelous multi (always an interesting/rare subjects) I wished I had seen the Bellanca fly.

Thanks to Ken, Keith and everyone involved in this great weekend."

Doug Ingraham - "This was an exceptional year. I am still on a high from attending.

Ralph's Bleriot is a kick! I hand launched it and just about out ran it <G>. And I did do a bunch of night flying. Both Friday and Saturday evening I took advantage of the field to fly my Timothy with Cyalume sticks taped to it. I made 3 flights each evening. About 30-45 minutes each night. I will do this again next year if I have an appropriate plane.

Marc Thomson's Spitfire and Canadair water bomber (when I grow up I want to be just like him ! the car, the planes, the flying skill,... the wit, the smile)

I hope someday to be able to fly like him. He manages energy better than anyone I have seen."

Martin Irvine - "Laddie's little twin at Mid-Am was an Autoplane, (1930s British). It spanned 62", weighed 3.5 lb. and had a pair of 6 volt Sp400 on the titanium gearboxes, (ratio unknown but likely 1.8:1). Props were a pair of Graupner Slim 8 X 4 and power was 8 X 1700SCRCs. He consistently exceeded 10 minutes per flight. I hope he publishes the plans." (*Me too! I was that close to awarding him the CD's Choice on Saturday - a MOST impressive aircraft! km*)

John McCullough - "I'm just about recovered from that wild weekend in Michigan... Doug and I had a great time, as always. Spent way too much money on goodies at Kirk and Andy's tents though.

Thank Keith, Phil (*that's me - we've got a "name thing" going km*) and the whole gang for another great meet. I really enjoy it more than KRC.

George (*see - told you it was a name thing km*)

P.S. I wasn't kidding about the Speed 400 AULD Combat..... It would be awesome!!!"

Plenny Bates - "Bob Livin, Jim Porter and I had a great time at the Mid America. Bob is ready to return. I have not talked to Jim. Please pass the word on to Keith and the rest of the EFO and Falcon members."

Tom Cimato - "Hi Keith, Thanks for having such a great and well executed meet. I heard nothing but good comments! It was good seeing you too. I wish we could get together more often.

Please pass on my thanks to Ken and the other club members for being such good hosts. It really was a pleasure being there."

David Bailey - "Let me tell you what a great time I had at the Mid-America this year. The variety of aircraft types was most impressive! The event was well organized and thoroughly enjoyable. Great job!"

Thanks and keep up the good work with the Web site and the Mid-America. Both are a really great resource for budding electric fliers."

from: Dr. Richard C. Fleming

408 Cottage St. Box 411
Olivet, MI 49076
23 July 1997

Dear Ken and Keith:

Just a note to thank you both for directing a great meet this summer. I really enjoyed it and got a lot of new ideas. I've seldom seen so many beautiful and innovative models. I know the kind of work that goes into doing such an event and so you both need a hearty congratulations. Too, I am thankful to the Midwest R/C Soc. for the loan of their fine field. I was all for their strict safety rule--all fields should have them.

The B-17 had an unscheduled landing. After a perfect take-off and flight I put the gear down and set up for landing. Then it happened .The plane turned away from me, climbed to about 200 feet (I had no control) started a spiral dive and went in. The spin to earth was, at least, very realistic. I guess the formula F=MA really works. 9.5 lb. models at 55+mph into a bean field--well I may rebuild this winter. Meanwhile the Amiot 143 battles on- *Vive La France*.

Again thanks a lot. Keep your airspeed up and have a great rest of the summer.

Mid-America Video Reminder!!!

from Clay Howe

The '97 Mid-America video is great! This year the video

is 1 hour and 53 minutes in length, and is supplied on a T-120 VHS tape at SP speed. I believe that this one is even better than last year's. (*It is!!! - km*)

I did miss a couple shots that I wish that I had got, but it just happened as my camera decided to "go south". This problem was quickly corrected with the help of Tim McDonough and Ed Koffeman...

To order the video, just send a check or money order for \$20 (US\$) to:

Clay Howe
310 S. Jefferson St.
Sturgis, MI 49091

Please make check or MO payable to: Clay Howe

The price includes shipping to US or Canadian addresses. US shipment will be by Priority Mail. If possible, please leave me an e-mail when you place your order, and I will be sure that there is a copy ready to ship out the day your payment arrives.

Any other questions? Just e-mail me.... clayhowe@net-link.net

Great Planes PT Electric Rating

Plane: Great Plane's PT-Electric

From: Grant Calkins, Email CasinoOp@aol.com

Rating: *****

Comments: This plane couldn't be better! Kit is very well done, well organized. Construction is easy. Fuse has plenty of room for mounting any/all your stuff. Flies like a dream, like floating on a cloud. ROG very well, flies for 5-20 minutes. Draws favorable comments every time I fly it. Also made a second wing modified to include ailerons - flew great! Don't know how this plane could be any better.

Motor was the supplied Goldfire 05, direct drive, 8x4 prop. Batteries 7x1400. Radio/servos JR 4 channel, rudder, elevator, speed control (AstroFlight 217), and (with the second wing I built, using one Hitec micro servo) aileron.

Carl Blaurock's Plane Ratings

carl@kilimanjaro.mit.edu

Goldberg Mirage 550: ***

Futaba Rx with 500mAh pack and 2 micro servos. 550 Goldfire motor on a 6 cell pack, 8-4 prop (motor and prop are supplied with the kit), AF217 ESC. My first plane. Didn't climb well, but flew very well. Major shortcomings were low climb rate and three channel operation (easier

to learn but I outgrew it after a season).

Today's Hobbies Skyvolt: ***

FMA micro Rx on a 270mAh pack, 3 HS-80's, AF210 ESC. AF cobalt 15 direct on 10 cells. Flies well, does nice aerobatics but I think the direct drive motor is not all that well matched to the relatively draggy airframe. Makes a good second plane though (aerobic but still pretty stable).

ModelAir-Tech Meagerwatt:****

FMA micro Rx, 2 HS-101's, M-15 ESC/BEC. Robbe 400/45 (aka sp400 7.2V) on 8 cells. Very nice sport aerobatics. Good speed, tracks really nicely, and good low speed handling. Good match between the plane and the motor. Plans only but builds really fast (it's a "stik" design).

Sprite-20 Micro Speed Controller

Patrick del Castillo - Castle Creations
pdelcast@idir.net — Tel: (913) 768-6984

Ken,

The Sprite-20 is a 20 amp continuous, micro processor based electronic speed controller with BEC and brake for six to eight (or ten with micro servos) cells. It weighs less than 1/2 ounce (WITH wires), and measures only .9" x .6", and retails for \$54.95 ... Kirk Massey (New Creations) and Sal DeFrancesco (National Sailplane Products) will all be carrying it. Kirk and Sal have seen beta version, and are quite impressed. You might have heard about it from one of my beta testers, Alex Mishkovsky, Richard Sutherland, Michael Daniell, John Bell, or one of the many others.

This is my first foray into marketing and selling a model product. I spent about four months designing, programming and laying out the Sprite. It was fun!

Also in the works:

Griffin-40 and Griffin-60, 40 and 60 amp continuous speed controllers, about 1 ounce, 1" x 1.2". BEC, brake, micro processor based controller for up to ten cells. Retails for \$75 & \$85

Pegasus-60 DC-DC, a 60 amp continuous speed controller, about 1.5 ounces, 1.2" x 1.5", DC-DC converting BEC (7-21 cells!!!!) micro processor based. Retails for \$105

Dragon-60, 60 amp continuous speed controller, micro processor based, with on-board current, voltage and RPM monitoring. After flight, you can download the information into your computer and plot voltage and current usage during your flight (up to eight minutes). Retail price TBD. Available early this spring (March, April)

Simple 400

from Fred Reese - email: Acefred@aol.com

Hi Ken,

I hope everyone saw the new Simple 400 photograph in the August 97, Model Aviation, page 25. The model was designed for direct drive speed 400 motors but can be flown with gas or as a slope soarer. Plans show rubber, elevator, and aileron control for aerobatics. It could be raced as a one design racer. *The Simple 400* uses the Ace RC tapered foam wing at full span of 35". Flying weight of prototypes was 17 oz with three HS60 servos. It flies fast and with authority. It is fun with the rudder servo for snaps, spins and hammerheads, etc. The kit will be low cost and should be out by Christmas, probably sooner.

I will find or take a picture of the Simple 400 for you and the Ampeer. We appreciate the plug. The *Simple 400* is a fun little ship that builds fast and should be cheap. I designed the airplane after seeing all of the cute but expensive models at the trade show. My goal was a \$25 kit, but we will have to wait to see how it is priced.

Then Fred Followed Up With the Following:

Fred Reese Model Designs
2500 Teddy Drive #2
Las Vegas, NV 89102
(702) 8764718
(702) 252-3614 fax
acefred@aol.com

Dear Ken:

These are pictures of the first prototypes. Kit shows electric (featured), gas and slope glider. Photo in Model Aviation is of later production version with a smoother front end. Kit is an extension of the Simple Series models using the Ace RC 35" foam wings. At the same time a Simple



Corsair and Simple Cub will also be released. Although not shown on the plans, these other models can be flown electric with an AP29 or Speed 480 sized motor. I sent all of my pictures of the Cub and Corsair to Ace, at least I couldn't find any to send you.

Thanks for the plug! Ace RC is alive and well and will emerge after the regrouping, stronger than ever. From the outside, right now it seems like nothing is happening, and it may take a couple of months to see progress, but it is happening. There are several new kits planned and are ready to go. As it stands now, I will continue to be the major designer. I love it.

Ace RC "Simple 400"

Span 35"

Weight 17 oz.

Motor Graupner Speed 400 6V direct drive

Battery 7-500 mAh AR cells or 600 ma AE cells or 1000 ma AE cells (heavier)

ESC Viper 100 BEC speed control

Receiver FMA micro 2000 receiver

Servos 3-HS 60 servos: rudder, aileron and elevator

Prop Master Airscrew 5.5 x 4.5 prop



believe. I had the pleasure of meeting Gehard at the first e-Nats I attended, and I want to tell you that he is one of the very best craftsman I've ever had the pleasure to meet. Here is the info, and thanks very much Jay!

FIESELER FI-156

FULL SCALE DESIGNED BY GERHARD FIESELER
IN 1936

SEMI-SCALE MODEL DESIGNED AND
COMPLETED BY GERHARD SPIELMANN IN 1997
SCALE:

1/8, (1/8" = 1")

SCRATCH BUILT:

NO PLANS, BUILT DIRECTLY ON ASSEMBLY JIGS.

REFERENCE:

1/32 SCALE PLASTIC MODEL, PHOTOGRAPHS, AND
ORIGINAL GERMAN SERVICE MANUAL.

MATERIAL:

FUSELAGE, WING, RUDDER, ELEVATOR -
BALSA, SPRUCE, & PLYWOOD.

LANDING GEAR - ALUMINUM TUBE (WITH
CARBON FIBRE CORE), STEEL ROD &
COMPRESSION SPRINGS, MOUNTED
TO FUSELAGE WITH 7050-T7 ALUMINUM
FITTINGS. (FUNCTIONAL SHOCK ABSORBING
ACTION).

LEADING EDGE SLATS - CARVED FROM BALSA
WITH SPRUCE ATTACHMENT INSERTS.

FLAPS & AILERONS - BALSA.

FUSELAGE SPAR SOCKETS - 7075-T6 ALUMINUM.

COCKPIT GLAZING - 0.020 POLY CARBONATE.

COVERING - 1/64" PLYWOOD, BALSA, SILK, &
POLYSPAN/ NITRATE DOPE.

DECALS - WATER TRANSFER.

WEIGHT & MEASURES:

112 OZ. (7 LBS.) TOTAL FLIGHT READY MODE. *
715 SQ. IN. WING AREA (22.53 OZ./SQ. FT.)



by Gehard Spielmann

Jay Putt, 123 Lower Sheep Pasture Rd., Setauket, NY 11733, sent along the following information about Gehard's fantastic plane. This plane was first shown at the November SEFLI meeting. Even though Jay's photos show the plane very well, I have been told that it has to be seen to be





POWER:
ASTRO FLIGHT
GEARED 25 ON
16 1800mAh
CELLS.

RADIO:
FUTABA 6
CHANNEL
"SKYSPORT"

SERVOS:
(4) S-133 (2) 5-
148 — FLAPS,
AILERONS,
RUDDER, &
ELEVATOR.

**SPEED
CONTROL:**
ASTRO 204D.

*(PREDICTED DESIGN WEIGHT WAS 110 OZ..)

Thanks to Debbie and Jim McNeely for
another wonderful Christmas
Meeting/Party. You Folks are Great!

The Davis Tach

from John McCollough email: jem11@mindspring.com

Hi Ken,

Just finished up the tach in the September issue. It works, sort-of. It was a fun project but will be a pain in the field and the increase in resolution isn't all that great. For someone that would like to have a tach for home testing but not enough to spring for one of the low end jobs, **it could be useful and it is cheap**. Especially if you replace the \$8 Lithium cell with a couple of alkaline pen cells.

John

P.S. How many days till Mid-America?????????

Canard Info

from Robert Thibodeau email: FXXC90C@prodigy.com

Hi Ken,

I see from your October 1997 issue of the *Ampeer* that someone in July requested info on canards and flying wings. I have a few articles on canards. They are not electric however the information provided can be used for a electric version. So if the individual is still looking and/or interested in Canard information the following may help:

1) Q.E.D. - An article by Bill Winters from the March 1996

San Diego Meet in February 1998!

TO ALL ELECTRIC FLYERS EVERYWHERE

The Silent Electric Flyers Of San Diego proudly announce **THE SAN DIEGO WINTER ELECTRICS** -- February 13-14-15 1998.

A first ever fun-fly for snowbirds and escapees from winter's rigors. The meet will be held on the shores of Mission Bay next to SEA WORLD and a mile from our famous San Diego ZOO and AEROSPACE MUSEUM. We invite all builders and AMA flyers of electric aircraft to show us their best at a location just a mile from where Charles Lindbergh first lifted the SPIRIT OF ST. LOUIS into sky.

Details on this exciting meet can be found at our website <http://www.sefsd.org> A full schedule of activities is planned during daylights plus a tour of the museum and a banquet featuring as speaker, "**ASTROBOB BOUCHER**", will be held in the evening.

Equipment manufacturers and vendors are invited to display their latest achievements. For details, e-address- info@sefsd.org.

issue of Model Aviation. Gives information on the layout development of this model. A 54 inch wingspan powered by an OS 25 engine.

2) Which Way - An article by Tyrone Parker from the June 1995 issue of Flying Models. A 36 inch wing span powered by a 05 engine.

3) Sig Tri-Star - A field and bench review of this kit. In the September 1995 Model Aviation News.

4) Lazy Duck - An article in a Model Aviation. I remove the pages I'm interested in. In this case no date is on these pages. However a look through MA plan list should give the month and year..

Tom Hunt Top NEAC & AMA Flier of '97

by Ken Myers

Back at the '96 E-Nats a couple of fellows from the east coast showed up and took home 11 trophies and plaques between them. These outstanding modelers are Mr. Bob Aberle and Mr. Tom Hunt! Outstanding modellers and fliers and mighty fine folks, too!

Again in '97 they returned and Tom Hunt racked up enough points to win **both the NEAC and AMA Champion Awards!** A truly great achievement! Somehow, through a series of omissions and errors, this great feat has not been mentioned correctly in the national modelling press.

To help congratulate him on this outstanding achievement, and to let him know how proud of him we are, it would be a good idea to drop him a note of

congratulations, as we are doing. We, the EFO, are very happy to send our congratulations, and we hope that you will join us.

You can send U.S. mail to

Tom Hunt
P.O. Box 1467
Lake Grove, N.Y. 11755-0898
Phone/FAX: 516-981-0372
or e-mail at THunt95147@aol.com

Thanks for the Radio & Mid-Am '97

Gentlemen:

It was certainly a surprise and pleasure to be the winner of the **Futaba radio** at your recent event. With all of my projects, many of which are electric, it will come to good use.

Please also accept my heartfelt thanks for putting on such a wonderful Electric Event. I only wish I could have been there for both days and stayed longer on Sunday. Next year!

Thanks also go to the many flyers, you Keith in particular, that helped guide me and solve the problems I was having with my Electric Hots. I'm pleased to say it continues to fly very impressively.

Keep up the great work promoting electric flight!
Sincerely

Joe Hass
AMA District 7 AVP
5394 English Dr.
Troy, MI 48098
248-879-5817

cc: Steve Helms
Futaba Corporation

Speed 400 Hellcat & P-38 Kits by Jim Ryan **Hellcat Speed 400**

1/17 Scale Warbird for Electric Power As Featured in July 1997 Issue of MAN

Kit Features:

Laser-Cut Parts, Foam Wing Core, Clear Canopy, Full-Size Plans, Designed by Jim Ryan

SPECIFICATIONS:

WING SPAN 30"

LENGTH 23"

WING AREA 168 SQ. IN.

WEIGHT 18 OZ.

WING LOADING 15.5 OZ./SQ. FT.

CHANNELS 3

INTRODUCTORY PRICE: \$75

The Hellcat Speed 400 is a moderately easy to build



warbird that's sure to stand out in a crowd. Designed specifically for inexpensive **Speed 400** electric motors. With the new **AstroFlight 020 brushless** motor, performance is sure to be spectacular.

This is a complete kit, with all shaped parts laser-cut for perfect accuracy. High quality Sig balsa is used throughout. Fuselage construction is conventional balsa, and the wing is tough but lightweight sheeted foam. All-up weight is 17 to 19 ounces.

For best performance, I recommend the following flight hardware: 6 V Speed 400 motor, Graupner prop adapter, Graupner 6 X 4 prop, 7 X 600AE battery pack, 10 to 20 amp BEC speed controller and micro radio gear.

P-38 Speed 400

1/17 Scale Warbird for Electric Power As Featured in July 1997 Issue of MAN

Kit Features:

Laser-Cut Parts

Foam Wing Core

Clear Canopy

Full-Size Plans

Designed by Jim Ryan

SPECIFICATIONS:

WING SPAN 48.5"

LENGTH 36"

WING AREA 334 SQ. IN.

WEIGHT 40 OZ.

WING LOADING 17.2 OZ./SQ. FT.

CHANNELS 3

INTRODUCTORY PRICE: \$75

The P-38 Speed 400 is an easy to build warbird that makes an ideal first twin. Designed specifically for a pair of Speed 400 motors. At 12th scale, it's the right size for the popular AMA 704 scale combat event, and it will just fit under the 2.5 pound maximum weight limit. Top speed as designed is 50 mph.

The model is based on the semi-kit concept, which optimizes value by including only the laser-cut wood, foam

wing cores, canopy and decals. The builder supplies such items as the wing skins, nose block, and triangle stock. Not only does this keep the kit cost down, but it allows the builder to hand-select the balsa stock for minimum weight. We recommend 6 to 8 pound stock for best results. The builder also supplies the minimal hardware like hinges, control horns and pushrods.

For best performance, we recommend the following flight hardware: 7.2 V Speed 400 motors, Graupner 1 3/16" racing spinners, Graupner 6 X 4 props, 16 X 600AE battery pack, Viper Model Products Micro Demon 100 speed controller and micro radio gear.

Both kits are available directly from: Jim Ryan, 6941 Rob Vern Drive, Cincinnati, OH, 45239, (513) 729-3323, jimryan@sprintmail.com



Cheap Nicads!

Martin Vargas

P.O. Box 2068

Burlingame, California 94011-2068

Ph 650 991 1944, Fax 650 755 1966

Mavatago@aol.com

Hello Ken,

I wish to thank you for having me in the Email loop. I get that where you're at it's cold or that the wet season has arrived. Well in good old northern California, San Francisco, we're at high 70's, no clouds, and 2 to 5 mph winds all day. Very, very nice.....

I have something for you and the rest of the E-modelers. This information is about brand-new nicads of the "SCR" type (*They are Panasonic. km*). They are surplus nicads. Ten 1300 mAh cells which charge up to 1500 to 1600 mAh, for \$5.00. Yes five bucks in lots of one pack of 10 cells! Ten cells for five dollars. The prices for more are; 5 ten cell

packs for \$22.00 , 20 ten cell packs for \$75.00 or 100 ten cell packs for \$250.00

The outfit is **ELECTRONIC GOLDMINE IN ARIZONA:**
1-800-445-0697 or (602) 661-8259

These nicads are on their flier, part #GB517. I bought 30 packs, I can give you a pack if you wish. You can show it at your club meeting. (*Thank you so much. I did show them at the November meeting, and several folks took down the address. km*) The batteries have to be reworked for motor packs. Remove the spot-welded inner connections with pliers and file the battery ends lightly, to remove spot-welds. Removing all the cells from the pack, removing connections and removing old spot welds with a file. It takes about 10 to 15 minutes.

These guys also have fast charge 700 to 800 mAh AA's in four pack for \$20.00 for 10 four packs. Good for Tx , Rx and Speed 400 packs.(These are new cells also , part# GB498).

MaxCim Upgrades Motors & Controllers

Tom Cimato - MaxCim Motors, Inc.

<http://www.maxcim.com>

E-mail: maxcim_motors@localnet.com

Dear friends,

MaxCim Motors announces the release of a significant upgrade and improvement to our Brushless DC motors and Digital Speed Controllers for the R/C enthusiast.

The specification details are now on our website:
<http://www.maxcim.com>

The MaxNEO-13D and MaxNEO-13Y motors feature hi-flux Neodymium magnets which provide an increase in Kt (torque constant) and Km (motor constant) - meaning that we've increased the power density.

The more significant change is that they have greatly improved coil windings and larger diameter lead wires resulting in a nearly 40% reduction in the Rm (resistance at the connectors).

This translates directly into more prop rpm and an even cooler running system, along with the ability to handle higher currents and cell counts.

We've also improved our 100% Digital Speed Speed Controller with software and hardware changes that make it even more user friendly. We've increased the part throttle efficiency a bit more, increased the PWM frequency and increased the (already good) reliability of the FET drive circuitry while reducing on board parts count which further enhances the reliability. (less parts to fail).

We've moved the status LED to the battery end of the unit and added a set of pins for a remote LED, optional cabled LED assembly, that can be mounted in a convenient spot in the model. Along with this we've added a number of

Upcoming Events:

February 13, 14, 15 1998 - THE SAN DIEGO WINTER ELECTRICS -- February 13-14-15 1998. Equipment manufacturers and vendors are invited to display their latest achievements. For details, e-address- info@sefsd.org.

June 13 & 14 the **River Valley Flyers** announce The River Valley Electric Only Fun Fly to be held in **central Wisconsin** (Wisconsin Rapids area). The CD is their club newsletter editor, Richard Ida. For more information, contact Richard Ida at Inspctr398@aol.com

June 26th, 27th & 28th MARCEE98 At the 3M R/C flying field. (Minnesota) More information to follow.

July 11 & 12, Mid-America Electric Flies; to be held at the Midwest R/C Society flying field on 5 Mile Rd. near Napier Rd. in Northville Twp., MI, which is near Plymouth, MI. Hosted by the Ann Arbor Falcons, CD Keith Shaw, & the Electric Flyers Only, Inc., CD Ken Myers. Contact Ken for more details.

August 8 & 9 Fort Wayne ElectriFly; The club is situated at a park that also has camping sites just a stone's throw away. Saturday will be exclusively electric flying, as well as into the



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

evening. Sunday will be "open" flying to all members of our club, but the field is usually vacant on Sunday mornings.

We're planning on having some night flying Saturday evening. There will be food available most of the day, we'll probably try to hold a dinner towards evening. More details will follow. For more information contact: Pat Mattes at Pat-Ingrid-Mattes@Juno.com, Yoder, IN

MaxCim Cont.

diagnostic functions to the software to assist in diagnosing and troubleshooting. (Many radio problems have been solved by the use of our processor codes!)

An especially exciting addition to our software is the ability to reverse rotation of the motor (and with our "Auto-Phase-Advance" - no need to change the motor timing!)- from the transmitter! Imagine the aerobatics you could do if you could spin the prop in reverse on command! (Scares me to even think about it<g>). This will be a real advantage to the boat and car/truck RC modellers.

MaxCim Motors will continue to improve its products to provide the R/C modeller with the best brushless power systems available.

Hoping to provide your electric power needs in the future,
Tom

**Next Meeting: Date: Thursday, January 8
Time: 7:30**

**Dublin Elementary School, Room 1 (Ken's room) on
Union Lake Rd. north of the village of Union Lake**