

The EFO Officers:

President: Ken Myers 1911 Bradshaw Ct. Walled Lake, MI 48390 phone: (248) 669-8124	Vice-President: Richard Utkan 240 Cabinet Milford, MI 48381 phone: (248) 685-1705	Secretary/Treasurer: Debbie McNeely 4733 Crows Nest Ct. Brighton, MI 48116 phone: (810) 220-2297
Board of Directors: Jim McNeely 4733 Crows Nest Ct. Brighton, MI 48116 phone: (810) 220-2297	Board of Directors: Jeff Hauser 18200 Rosetta Eastpointe, MI 48021 phone: (810) 772-2499	Ampeer Editor: Ken Myers 1911 Bradshaw Ct. Walled Lake, MI 48390 phone: (248) 669-8124
Ampeer subscriptions are \$10 a year US & Canada and \$17 a year world wide.	The Next Meetings: Dates: Tuesday, May 9 and Saturday, May 20 Check inside for time and place	

What's In This Issue:

USA Service – Upcoming Quebec Meet – NZ Rally – More Eflight History – Hobbyflite Clipped Wing Wing – Upcoming NEAT Event – Pattern Question – Upcoming E-FLI-OWA & River Valley Meets – Coming EWC 2000 – Important EFO Notice – Mid-Am 2000 info

USA Service Again

From: Lex Davidson ldavidson@xtra.co.nz

Hi Ken

Just another note on the neat service from another US manufacturer/supplier. I hope you guys get the same service I enjoy down here - 12,000 or so mile away!!

I had a problem with my Astro 25 geared. Hadn't had it in a model for 12 to 18 months and the model it had been in was well and truly decked. A shoot down-- we have a rule in our club that the guilty party replaces the model. Only very rarely we have a problem but the rule was honored in my case. The motor and other gear had appeared OK so that wasn't in the replacement agreement.

Actually I was so trusting of the 25G that I didn't take any AMP/ RMP tests before flying in the new Cloud Dancer. The cells and prop were as previous (16 cells driving an APC 11x9). I should have taken some readings because the motor shut down after only a minute in the air!! Thought I must have false peaked the battery so after a cooling period went up with another pack -

-same thing. OK then I read the AMPs Yikes +40 on the 11x9. That prop should and did run at about 27AMPs!! Something wrong. At home I measured the no load AMPs with different meters (hoping it was just a meter and cooling fault). The result was way too high. Check with small props and all the readings were way above what they should be.

So here I am with a week to our 1st big E-rally and no motor for the new plane!!

Email to Astro and Mr. Bob Boucher comes right on back with a fix. The prang had forced the front/rear bell to move--way over advancing the motor. He said back off the timing and you should get xxxAMPs--if not a winding is shorting.

Did that and it all worked. Point of the message - we can feel very lonely down here (*New Zealand KM*) when something goes wrong and it is absolutely terrific that a supplier will take the time out to email a suggestion/ fix as Bob did for me this week.

As you know this isn't the first time a specialist eflight supplier has gone that extra wee way for me way down here. Sure is appreciated. Lex D.

Ampeer

Provincial Electric Funfly 2000

<http://www3.sympatico.ca/dionnel/rc/emeet2000.htm>

Louis Dionne
 dionnel@sympatico.ca
 tel: 450.689.4918

For the third year, the Quebec E-meet will be hosted by the C2VM club, during August, this summer of 2000. Dates are set for August 26-27 in Ste-Julie. First day will be held at the well-groomed Anti-Gravité club site, like last year. Second day at the C2VM sod farm in Ste-Julie - only minutes from each other.

Activities like demonstrations, pylon racing will be held and some prizes distributed.

Basic accommodations will be available.

Last year, we were blessed with good weather, supportive sponsors and a great crowd. This year promises to be even better.

Information about the event will be updated on the C2VM web site (<http://www3.sympatico.ca/pthiou/c2vm>) and on my own web site (<http://www3.sympatico.ca/dionnel/rc>)

Please, make sure you add a note in your calendar. Then come and join us for fun, flying and just hanging out.

New Zealand Rally

From: Lex Davidson email: ldavidson@xtra.co.nz

Ken,

We held the E-Rally I sought your advise on yesterday 27 March.

We fly off a very nice farm site. The guys who look after the runway have it just about perfect now. Nearly as hard as concrete, but still with enough very short grass to stop the dust flying.

Absolutely perfect weather--a nice 23 degrees C (about 73F) low humidity - and hardly any wind!!! Weather was unusual because a breeze normally comes up in the afternoon. I picked the date (a) because if any date in our variable weather pattern is likely to be OK it will be in this 2 or 3 week window and (b) because there wasn't anything else on the contest/rally schedule.

Because of the conditions - even the ultra-light slow flies were able to fly right through the day. Smallest/lightest was a Tom Hunt Elipstick which was incredibly aerobatic and had excellent duration and heaviest most powerful a Goldberg Chipmunk with Astro 40, super - box and 24 cells. A lot of power - vertical for a long way from take off! Both of these were built and flown

by Chris Kaiser one of our top F3B and HLG glider pilots (Yep he is younger than the "average" modeller) . We had a huge range in between those extremes.

E-gliders to Old Timers had lift all over the field. At least one "Old Timer" was nearly a fly -away--actually very, very lucky to find it. We had motors from the "can 280s" through the Aveox and Kontronics Bushless. A Jim Ryan Bearcat--1st time most of us had seen one of the famous machines. Built by a master, flew like we have heard and appeared to be easy to launch.

The same guy (Wayne Bilham--who drove 6 or 7 hours times 2 for the event) had a very nice Tiger Kitten powered by a Magnetic Mayhem geared on 10 cells. Plenty of power. Looked very good in the air.

IMHO the standard of building and general presentation of models was several notches above what we would expect at a "normal" rally.

I think the only types we didn't have was an E ducted fan models and E helicopters.

I don't know whether Shoo Fly pie is a joke or not -- anyway we didn't offer it---Lots of cool drinks and good NZ beef and Sausages for lunch.

One thing we tried was a "boot sale" I guess = "trunk sale" selling the stuff you want to pass on. A couple of guys took up the offer and did quite well. We will promote that next time.

Apart from the exceptional weather the really neat things were, the number of guys and kids that turned up for a look, the coming together of E guys from a big catchment, many we didn't know about (well you have more area-- we have more coastline), the terrific yak yak

(continued on page 4)

Electric History

I'm looking for all the electric history that I can get. If you have any information on our past, please get it to me in any form. Dale has contributed three pieces now. I've got some ready to go, but I need all I can get. Hopefully, I'll start a "history" page on the EFO site this summer. Thanks - Ken

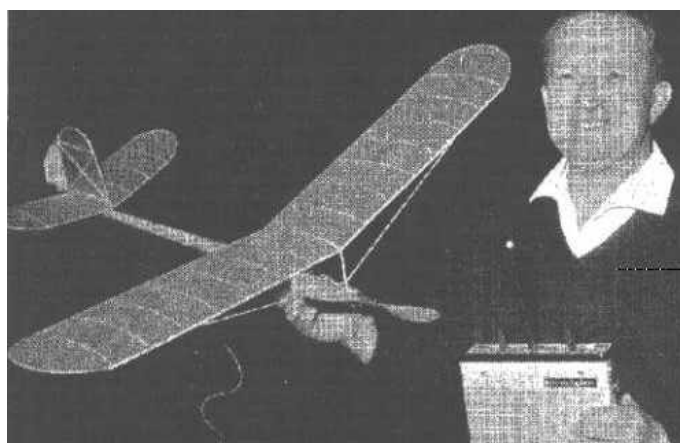
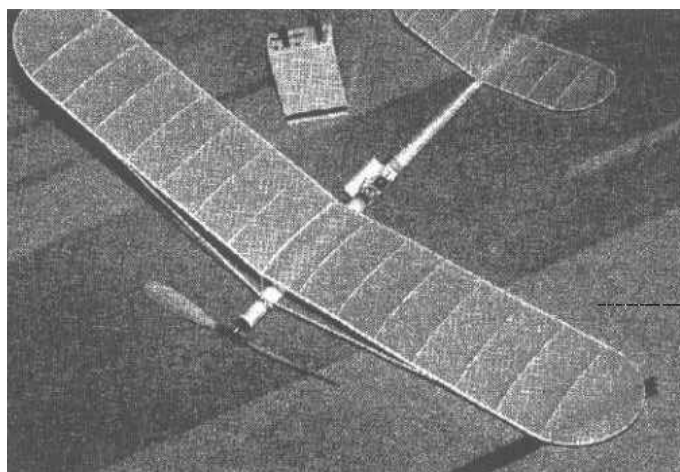
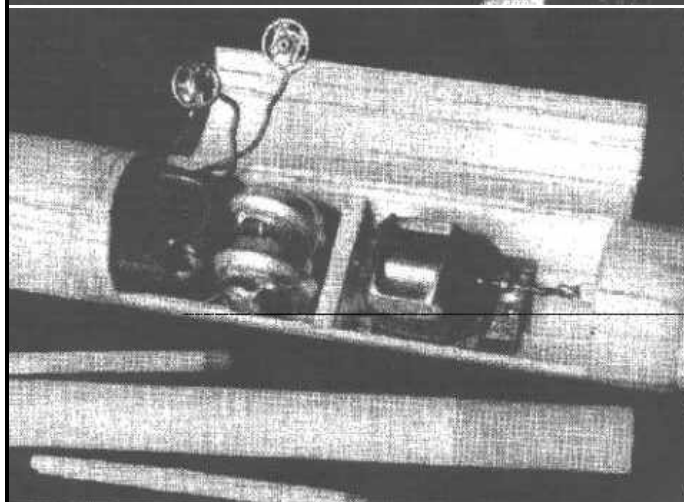
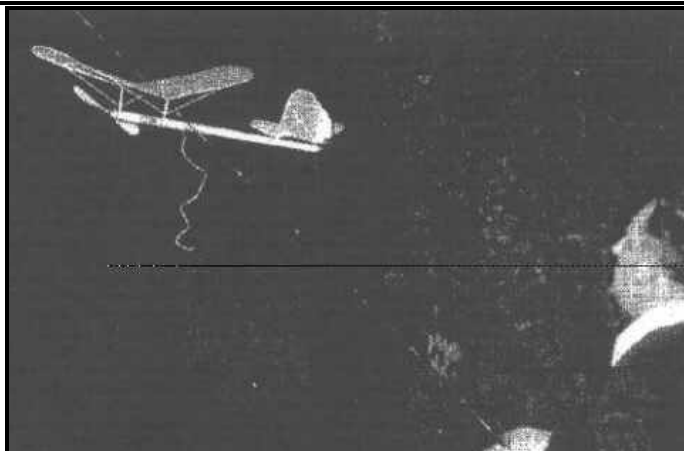
More Electric History

From Dale Wilde email: Wildenm@cs.c om

They're flying electric in a salt mine! The article is from Howard McEntee's column in the **July 1965** issue of *American Modeler*. Sorry my photo scan isn't so hot.

I'm hard at work <g> on a small scale version of the Polish RWD-8 parasol wing trainer. Hopefully it will fly with a geared Speed 400, I'll let you know if it does.

Article on Next Page



Take one salt mine, add one electric motor powered model (very, very light), an ultralight receiver, battery and actuator, and what have you got? Obviously one of the most amazing radioplanes in the history of the hobby/sport. Fred Militky get our applause for doing the impossible. Of course, the rest of us are somewhat handicapped – not having a salt mine nearby. Howard (VIP) McEntee provides the technical details in his column. Oh! To what depths man will go to pursue his favorite hobby.

From Howard's Column

Indoor Electric R/C! Fred Lilitky (c/o Johannes Graupner, 7312 Kirchheim/Teck, Postfach 48, Germany) has flown R/C plane with electric propulsion for around 2 minutes, expect to raise this duration. He is designer of the Silentius electric-drive kit plane sold in this country (Germany) - a very fine flyer, incidentally, his first DC powered R/C flight was with the kit plane in late 1963. While successful, it appeared that much better results could be had with a lighter plane. As a modeler with considerable indoor experience, this came easy. He decided to stick to the Micro-Tot-03 motor, employs 15-1 ratio version. Plane shown, less radio and propulsion equipment but including prop

weighs 18 grams, has a wing span of 920 mm and fuselage length of 600 mm. Motor alone weighs 25 gm and the saltwater battery on 4 gm. Latter is rated at 2.2 volts at 1.4 ampere-minutes. Bentert receiver weighs only 7 gm, magnetic actuator is 8 gm, 3 volt receiver battery is 6 gm. Total plane weight ready to fly is 68 gm (roughly 2.4 oz., span 37 inches). After indoor glide tests to trim, the plane was taken deep underground to a salt mine, where there was a large area of completely dead air. One channel of a Grundig Variophon multi transmitter was utilized; actuator holds rudder full right, signal puts it full left; thumb is the "pulser". With four witnesses, the first flight was 1 minute 45 seconds. Further efforts will be to raise this, of course. Does this give anyone ideas for indoor activity next winter.

(talking) that went on, the way the guys just really enjoyed the day and were happy to say so and no frequency incidents and no smoking holes in the ground.

Actually on that note- one of the biggest groups around the runway -with video, cameras and betting slips (well not betting slips) was when, with some arm twisting, I agreed to try out my Sailplane and Electric Modeller hands free bungee launcher. This is a thing built out of 36" lengths of 6x1 with sort of a pivot release for the bungee. I couldn't see why it was a risk. Seemed to me to be a lot easier than a one person effort on a "normal" short bungee. Anyway I tried it with my ME110 which isn't bad to hand launch (twin speed 400s). It's neat --you can't use it over long grass -- but off a runway, or short grass-- highly recommended.

Looks like we will have to do it again next year!!!

February, March, April are probably the best months to come down here (unless you want like snow sports) so we would love to see a US visitor next year.

Lex Davidson

NSMAC Web Page:

<http://home.ait.ac.nz/staff/jroberts/nsmac.html>

Cloud Dancer Rating 5-Stars!

From: Lex Davidson email: ldavidson@xtra.co.nz

I think I got one of the last kits available. Ex a notice on Ezone, from Tasmania in Australia to NZ. I just wish I had built one before. Built nearly as per Jim Bourkes review on Ezone. Nearly all ply substituted for balsa - but none of the supplied balsa replaced. Weight came out at 6 pound with Astro 25 geared, APC 11x9 and 16x RC2000. Really a very nice flying model. This one is going to be flown to death. I really did think this would be a bit like going to a movie with good reviews -- performance didn't match. Happy to be wrong --excellent max stars.

I suspect that built from the RCM plan with selected wood all the way it could be even better. It really is one of those designs/ models that can make the pilot look better than he/she really is. This is the easiest model to slow roll and fly inverted I have ever had and yet it is very, very well behaved. With the power set up it can easily do upward, outside loops. Really do like this One. Fingers off recovery is probably better than many trainers!!!

Plane Rating – HobbyFlite Clipped Wing Wing

From: Andre McFayden AMCFAYDEN@aol.com

Hi Ken,

Clipped Hobbyflite Wing: Four (4) stars

This is based on the Hobbyflite kit (see elsewhere in the ratings). Cut down to about 34" wingspan, elevons relocated to just inboard of the vertical fins, servos placed in cutouts on top of wing (to prevent gear stripping). The wing is now much more aerobatic, rolls about twice as fast as previously. Glide is steeper, but still easy to land. A very cheap performance upgrade. **Caveat:** new CG is about 7.5 inches from nose, only hump packs will fit.

For pictures go to:

<http://hometown.aol.com/amcfayden/clippedwing.html>

Regards,

Andre

Northeast Electric Aircraft Technology

From: Tom Hunt email: THunt95147@aol.com

This September, the Silent Electric Flyers of Long Island are holding a "follow on" electric meet to continue the nearly 2 decade tradition of the promotion of electric model flight in the US started by the Keystone R/C Club of Hatfield, Pa.

The KRC members put on an excellent show for so many years. I personally attended the last 7. Not single-handedly, but certainly, this show influenced more people to try electric model flight than any other. With over 250 pilots and a couple of thousand of spectators the last few years.... their "influence" was certainly being displayed.

SEFLI would like to build on this tidal wave....Many modelers have asked to resurrect the event. The re is a desire, there is a way, there is a site!!!

On Sept 22, 23, 24th of this year.... and hopefully for many years to come, The NEAT (Northeast Electric Aircraft Technology) Fair, will be held a little farther north than Allentown Pa., in Downsville, N Y. This site was acquired with the help of Joe Beshar and his friend "Ski". A campground, along the east branch of the Delaware River, has a lot to offer, not only to the modeler, but the vacationer. The new site will obviously be closer for some, farther for others, but the beauty of this place, and the immense flying field is worth the extra drive.

A TREMENDOUS grass field, REAL toilets/showers, more than enough room to grow well past the size the largest KRC did, and best of all.... at a fair price to the organizers....

The meet will be "hosted" by SEFLI, but will also be supported by the Grumman Wingnutz R/C Squadron (a

mixed wet/electric club) and individuals from wet/electric clubs in the Tri-state area.... making this affair a real "group effort" of modelers dedicated to the advancement of electric flight.

Two websites to visit:

The Virtual Home of the NEAT Fair, host ed by Gabe Baltaian of NY Blimps (a SEFLI member, and terrific inventor) can be reached at:

<http://www.nyblimp.com/NEAT.htm>

The site is still under construction and will be "fluid" for some time, visit it often for updates.

The other is the Peaceful Valley campgrounds..... the virtual site to the "physical" site where the event will be held. See them at: <http://www.peaceful-valley.com>

If the NEAT website does not answer all your questions, you may email us at Neatfair@aol.com Gabe Baltaian has done a wonderful job with the NEAT fair website

If you plan on attending (and flying) please pre - register (form on the site). If you plan on coming but don't plan on flying, please also use the separate form there too. Both will help us and the campsite owner plan the event.

Pre-registration fees are fully refundable, just in case you cannot make it. Pre-registration does a few good things.. (1) it will save the modeler a few bucks. (2) It will help SEFLI plan the event (3) it will warn us of any "overloaded" frequencies and give modelers a chance to change them if they can. (4) SEFLI is not a cash rich club, it will allow some working capital to get the snowball started.

ALL flyers must hold an AMA or MAAC card.

There are over 200 campsites available, a few B+B rooms and two cabins. You are responsible for making your own reservations with PV.

Although only verbal at this point... many of the "BIG" electric vendors have pledged to come. As the vendors "officially" respond, we will list them on the site.

Response to the announcement of the event at the WRAM show was tremendously encouraging. SEFLI will not promise a first year re-coup of all that the previous KRC's were, but it should big quite big still!!

Event Directors have been selected for the three day event:

Tom Hunt representing the Grumman Wingnutz R/C Squadron will be the ED on Friday.

Bob Aberle representing SEFLI (host club) will be the ED on Saturday.

Joe Beshar representing the Old-Time Eagles of NJ will be the ED and close on Sunday.

Hope to see you there....

and lets all give an electric round of applause to KRC for all the years they gave us!!

Regards,

Tom Hunt and all of SEFLI

A Pattern Question

From: Jack Heyrman 103521.426@compuserve.com

Hi Ken:

I downloaded your very informative construction article on the SR Batteries X250 in preparation to building the kit myself. I plan to follow SR's recommendations with 10 x 500 mAh cells, at least as a starting point.

My objective, in addition to flying an enjoyable plane, is to prepare for F5A e-pattern flying with an appropriate designed plane. There seems to be a lot of interest in F5B, but pattern does not get a big play. As a pattern flyer (Intermediate) with my 120 size 4 -strokes, I feel that there is a place for a much -smaller e-powered plane which will execute a more modest pattern to accommodate electric power. I would appreciate any suggestions that you or EFO readers might have on the subject.

Thanks again for your fine article.

* * * * *

Folks if you have any suggestions for appropriate planes, flight plan, or thoughts on electric pattern, please send them to me, and I'll run them through the Ampeer to see how others feel about electric pattern.
Ken

Second Annual E-FLI-OWA

Saturday, September 9 and Sunday, September 10, 2000

Place: Seven Cities Sod Farm – Junction of I-80 and Iowa 130. For detailed map contact the CD AMA Sanction #00592 AMA License Required

There will be a \$15.00 landing fee which will include a raffle ticket for two Hitec Focus III radios to be given away, one for each day. You must be present to win. Flying will commence both Saturday and Sunday at 08:30 AM and end at 5:00 PM on Saturday and 4:00 PM on Sunday

This will be a fun-fly only. NO competitive events.

Buy, sell or trade is welcome.

For further information:

Jon McVay AMA 6004

5 Hillcrest Heights

Mt. Vernon, IA 42314

319-895-6527 or email: Togflier@aol.com

River Valley Flyers (WI) Electric R/C Event

From: Charles Benner email: cjbenner@tznnet.com
Phone (715) 424-5179

The meet will be held June 10th and 11th in central Wisconsin. Information can be found on the River Valley Flyers site, <http://www.rvf-rc.org>

We are expecting about 40 pilots this year, and 6-12 vendors, and interest is building rapidly in our event.

We have blocks of rooms reserved until May 5th through three different motels: Wisconsin Rapids Quality Inn (715) 423-5506, EconoLodge in Wisconsin Rapids (715) 423-7000 and at Wisconsin Rapids Super 8 (715) 423-8080. The weekend of our event, there will be a high-school-age State Soccer Tournament in Wisconsin Rapids, so you need to reserve a room as soon as possible, or you may not be able to reserve a room after the May 5th deadline.

We also have primitive camping (free) at the club field (Two port-a-potties are the facilities) or reserve a site in one of the county parks for a small fee. Sites can be reserved at the Lake Wazeecha public campground, near the club flying field, by calling the Wood County parks department at (715) 421-8422.

Early arrivals on Friday the 9th are welcome to fly at our club field after 5 P.M. We are located within a 60-75 minute drive of Wisconsin Dells, which have many scenic parks and campgrounds, antique stores and shopping, water park, paper mill tours, local history museums, casino, cranberry agriculture and cranberry museums to interest the rest of the family if they would like to come along.

The local chamber of commerce telephone number is (715) 423-1830, if you would like more information on tours, accommodations, etc. They could also put you in touch with the Wisconsin Dells Chamber of Commerce.

* * * * *

This would be a great meet to plan your family vacation around. If you've not been to the Wisconsin Dells, you are in for a real treat. Lots of fun for the whole family. The folks in the River Valley Club are great, and you'll have a good time at the meet too. KM

Electric World Championships 2000

And

International Electric Flight Festival 2000

San Diego, California August 3-12

For only the second time in electric flight history, the Federation Aeronautique Internationale (FAI) World Championships for F5B (sailplane) and F5D (Pylon

Racing) electric powered model aircraft will be held here in the United States in August of 2000. The Silent Electric Flyers of San Diego and the Academy of Model Aeronautics, will co-host the 2000 World Championships competition August 6-12, on Fiesta Island in Mission Bay Park, San Diego, California. This event is limited to teams (seven official members) selected by the National Aero Club of each country represented.

In conjunction with the World Championship events, the International Electric Flight Festival (IEFF) will be held August 3-6. The IEFF is open to pilots of all skill levels and since the F5B and F5D teams use this event as a "warm-up" for the World Championships, electric modelers of all skill levels have the opportunity to compete against the best pilots in the world.

Seeing this as a unique opportunity to promote electric flight here in the US, The Silent Electric Flyers of San Diego, the host club, decided to expand the IEFF to include as many opportunities as possible for those individuals who love to fly electric powered aircraft. Normally, the IEFF consists of four events -- F5B, F5B600 (10 cell), F5D and a unique event known as "Sunrise to Sunset."

We have expanded the IEFF from a day and a half event into a full four-day celebration of electric flight. In addition to the events named above, the San Diego version of the IEFF will include two additional FAI events, F5A (Aerobatics) and F5C (Helicopters), and one they haven't thought of yet...F5B-7Cell. Since most of the US pilots fly something other than FAI events we decided to add an American flavor to the IEFF by adding the following AMA events: Class A Old Timer (617); Class A Sailplane (609); Class B Sailplane (611); and Fun Scale (520) for electric. In addition to these, we incorporated a couple of NEAC events: Speed 400 Pylon and Sport Sailplane.

To further enhance the opportunity for as many pilots as possible to enjoy these expanded events, we have, with the exception of F5B 7 Cell which will be flown with the other F5B events, scheduled them for the weekend of August 5 and 6.

We are very appreciative for the generous support of our major sponsors, Sanyo Energy, USA, the National Electric Aircraft Council (NEAC), Aveox, Inc., Hitec/RCD, ShredAir, R/C Direct and Sailplane and Electric Modeler Magazine.

A special thanks goes to NEAC for a couple of reasons. NEAC is the Special Interest Group that runs the AMA Electric Nats each year. Due to a scheduling

problem that could not be modified, the IEFF and the Electric Nats have conflicting dates. When I advised Ralph Weaver, NEAC President, of this, he was extremely understanding and cooperative. Thanks to his efforts, we are able to hold the same type events at the IEFF as AMA and NEAC is holding at the Nats. In addition, NEAC Past President, Doug Ward learned of the sponsorship program and made a personal commitment to raise \$2,500 from NEAC members for a Platinum Sponsorship. His first \$1,000 came from the NEAC treasury. The remaining \$1,500 came from 45 individual NEAC members all across the US in donations ranging from \$10 to \$100. This is truly and organization that is dedicated to the advancement of electric flight. If you are not already a member, you should give serious consideration to joining.

For complete information on these two events I direct your attention to the Silent Electric Flyers of San Diego web site (www.sefsd.org) which is your one stop web site for the World Championships and the IEFF. Please bear with us as we are continually updating and upgrading the site with the most current information in order to make your involvement in this world class "happening" as much fun as possible. If I can be of any assistance, please let me know.

Ron Scharck, Director
 Electric World Championships 2000
 Silent Electric Flyers of San Diego
 San Diego, CA
 619-491-0787
 Scharck@aol.com

VERY IMPORTANT EFO MAY MEETING INFORMATION!

There are two EFO meetings this month. Both are flying meetings. All EFO members and any electric fliers with AMA cards are asked to join in the fun.

The first meeting will be on Tuesday evening, May 9 at the Romeo Skyhawks R/C Field on Gould Rd. Gould Rd. runs north of 34 Mile Rd. just west of Van Dyke. The meeting time is an early 6:00 P.M., as they can only fly at that field until 8:00 P.M. We will fly and pit talk to the Romeo Club members.

The second meeting is a joint MISS/EFO event. It is on Saturday, May 20. It will be held at Camp Dearborn in Milford, MI. Time: 10 A.M. Lunch will be served to the fliers. When you get to the gate, just tell them that

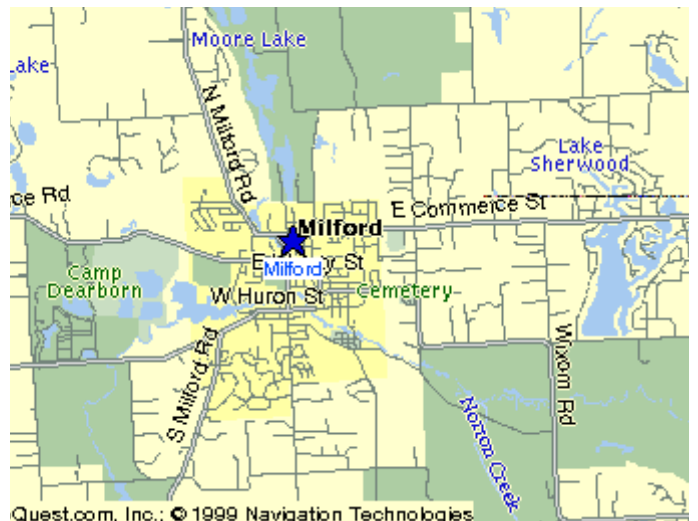
you are flying with MISS (Michigan International Soaring Society). I have provided maps to both locations here.

There is also another meet that I'm planning on attending. It is the one in Donnelsville,

**Indoor R/C Fun Fly
 May 19-20, 2000 at the
 Southwestern
 Aeromodeling
 Conference**

**Arlington Texas Convention Center
 1200 Ballpark Way
 AMA Members Only!
 Balloon Bust, Carrier Landing, Limbo,
 Aerobatics, & More
 Contact: Bob Wilder
 817.498.6316
 Come be a part of this fast-growing
 phase of modeling**

OH on May 13, so hope to see many of you then.



Mid-America Electric Flies

AMA Sanctioned

Saturday, July 8 & Sunday, July 9, 2000

Hosted by the:

Ann Arbor Falcons and Electric Flyers Only

Site Provided by the:

Midwest R/C Society

your Contest Directors are:

Ken Myers phone (248) 669-8124 or

KMyersEFO@aol.com

Keith Shaw (734) 973-6309

Flying both days is at the Midwest R/C Society Flying Field - 5 Mile Rd., Northville Twp., MI
(see map)

Registration: 9 A.M. both days

Flying from 10 A.M. to 5 P.M.

Narrowband Transmitters are required - Channels 00 through 60, six 27Mhz frequencies, & eight 53MHz frequencies, will be in use. Flying on five 49 MHz frequencies may be accommodated on request - Narrowband receivers are recommended for flying on Channels 00 - 60 - Very Wideband 27, 49, & 53 MHz, receivers may be accommodated on request

Pilot Entry Fee \$10 each day - - - Parking Donation from Spectators Requested

Saturday's Events

All Up - Last Down
Longest Timed Flight
Best Scale
Most Beautiful
Best Ducted Fan
Best Sport Plane
CD's Choice

Sunday's Events

All Up - Last Down S400 only
Longest Timed Flight S400 only
Best Scale
Most Beautiful
Best Mini-Electric
Best Multi-motor
CD's Choice

All Planes Must Fly To Be Considered for Any Award

Night Flying Possible, Weather Permitting, Friday & Saturday Nights

Refreshments will be available at the field both days.

There will be a pot-luck picnic at the field on Saturday evening.

Come and join us for two days of fun and relaxed electric flying.

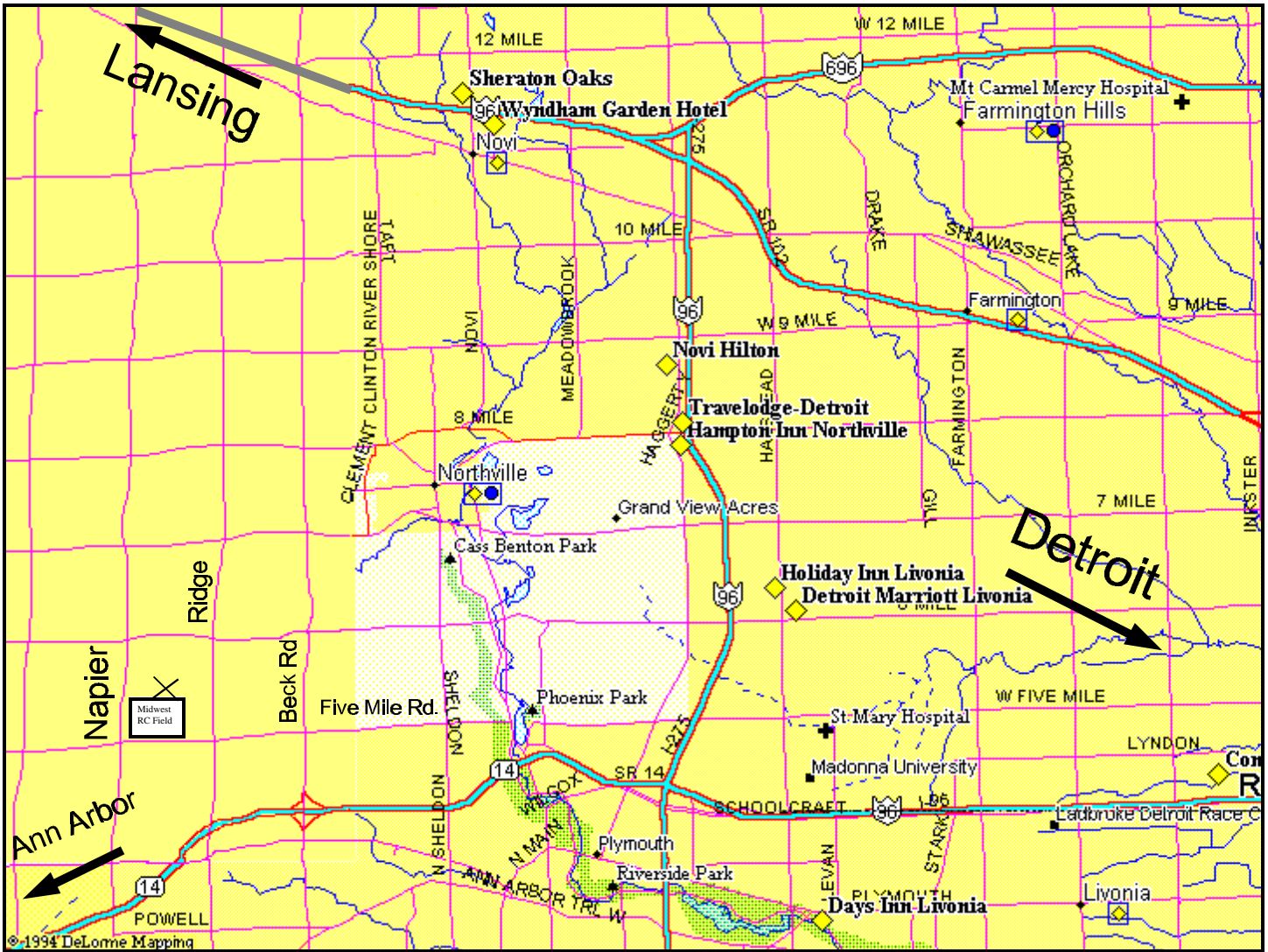
Even though this is called a contest, the purpose is fun and the enjoyment of sharing the electric experience.

Come, Look, Listen, Learn - Fly Electric - Fly the Future!

Saturday's & Sunday's Awards:

Plaques for 1st in each category

Merchandise drawing for ALL entrants



**Mid-America Flies
Hotel List - 2000
(note: prices NOT
updated for 2000)**

Rates have changed significantly since first contacting these hotels. Prices are for comparison purposes only.

Novi Hilton 21111 Haggerty Rd. 236 rooms 800-445-8667 248-349-4000 \$79	Sheraton Oaks 27000 Sheraton Dr. 206 rooms 248-348-5000 \$75 - \$85	Wyndham Garden Hotel 42100 Crescent Blvd. 152 rooms 800-222-4200 248-344-8800 \$64 - \$74	Hampton Inn Northville 20600 Haggerty Rd. 125 rooms 800-426-7866 313-462-1119 \$76
Travelodge Detroit 21100 Haggerty Rd. 124 rooms 800-578-7878 248-349-7400 \$55	Days Inn Livonia 36655 Plymouth Rd. 72 rooms 800-325-2525 313-427-1300 \$41	Holiday Inn Livonia 17123 Laural Park Dr. N. 225 rooms 800-465-4329 313-464-1300 \$85	Hotel Baronette 27790 Novi Rd. 149 rooms 248-349-7800 \$79

To locate the Midwest R/C Society flying field, site of the 2000 Mid-America Electric Flies, look on the far left side of the map, where X marks the spot near Five Mile Road and Napier. The field entrance is off of Five Mile Road. M-14 can be entered and exited via Beck Road.

Comfort Inn Livonia 29235 Buckingham Ave. 112 rooms 800-221-2222 313-458-7111 \$65 - \$95	Detroit Marriott Livonia 17100 Laural Park Dr. N. 227 rooms 800-228-9290 313-462-3100 \$72 - \$79
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Upcoming Events:

May 6 & 7: Triad Electric Weekend (North Carolina)

Day 1, Winston Salem R/C field - CD Randy Covington, 336.983.9126 for info

Day 2, Riverside Aero Modelers Field - CD Colin McKinley, 336.928.5890 for info

May 6 & 7, 10th running of the Celebration of Silent Flight will take place in the Camas/Washougal, Washington area. That's about 15 miles east of Vancouver, WA and Portland International Airport for out-of-towners. For-fun events and there are no trophies, emphasis is on flying. Contact: Dennis Weatherly email: jdwxly@gte.net, Wilsonville, Oregon USA

May 13: Springfield Model Airplane Club, 6914 State Route 40, Donnelsville, OH - CD: Azarr, 1750 Lundgren Rd., New Carlisle, OH 45344 - Phone: 937-849-0418 email: photom8kr@earthlink.net

May 19-20: Indoor R/C Fun Fly 2000 at the Southwestern Aeromodeling Conference, Arlington Texas Convention Center, 1200 Ballpark Way AMA Members Only! Contact: Bob Wilder 817.498.6316

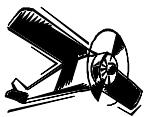
May 27 & 28: CASA "Spring Sizzle" E-FunFly the site is in Rockville, MD, just outside the Washington beltway (Maps at http://www.cp-inc-us.com/casa/flysites/casa_flysite_gude.htm) Site will be open 9:00AM each day and Saturday night flying is being looked at!

June 3 & 4 Land of Lincoln E-Fly, 2 days of general flying, story swapping, etc. at the Knights of the Air Club field near Springfield, Illinois. More details as far as motel information, etc. will be made available in a few weeks. contact: (Tim McDonough) email: tim@mcDonough.net

June 10, Skymasters (Rochester, MI) "Small Fry" Electric & Sailplane - Under 2.5-2 cycle, 3.4-4 cycle, Any size electric & glider. Contact: Greg Cardillo 248-391-6803

June 10 The ORCC electric section (Ottawa), co-ordinator, Rod Woolley, at 613-825-3072 Details and web site at www3.sympatico.ca/rwoolley/fun.htm

June 10 & 11 Wisconsin Rapids, WI Third Annual Electric Fun Fly, Rich Ida 715.325.5309 or email Inspector@tznet.com or Chuck Benner 715.424.5179 or email cjbenner@tznet.com



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

The Next Meetings:
Dates: Tues. May 9 & Sat. May 20, 2000
Time and Place: See Info in this issue
Bring planes to fly