

the

# Ampeer

## The EFO Officers:

<b>President:</b> Ken Myers 1911 Bradshaw Ct. Walled Lake, MI 48390 phone: (248) 669-8124	<b>Vice-President:</b> Richard Utkan 240 Cabinet Milford, MI 48381 phone: (248) 685-1705	<b>Secretary/Treasurer:</b> Debbie McNeely 4733 Crows Nest Ct. Brighton, MI 48116 phone: (810) 220-2297
<b>Board of Directors:</b> Jim McNeely 4733 Crows Nest Ct. Brighton, MI 48116 phone: (810) 220-2297	<b>Board of Directors:</b> Jeff Hauser 18200 Rosetta Eastpointe, MI 48021 phone: (810) 772-2499	<b>Ampeer Editor:</b> Ken Myers 1911 Bradshaw Ct. Walled Lake, MI 48390 phone: (248) 669-8124
<b>Ampeer subscriptions are \$10 a year US &amp; Canada and \$17 a year world wide.</b>	<b>The Next Meeting:</b> <b>Date:</b> Sunday, Oct. 6 <b>Time:</b> 10 a.m. <b>Place:</b> Midwest 5 Mi. Rd. field all AMA members welcome	

**What's In The October 2002 Issue:**  
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### Another Alternate Power System for the X-250

*I want to make it perfectly clear that the SR Batteries X-250 doesn't need anything but the stock recommended power system to fly just fine, the way that Larry intended. I presented my alternate power system as another choice for this fine aircraft several years ago. Unfortunately, it seems that the Multiplex Turbo 450 has "disappeared" from the supply chain.*

*I received the following via email from Guy Marshall of Ann Arbor. It is his suggestion for another alternate power system. KM*

From: Guy Marshall – Ann Arbor, MI  
gsmarsha@aol.com

I put seven 2000 NiMH cells in my X250; 7x4 direct drive prop; using a Mega 16/15/5. I get 9-10 minute flights. If you are in Jackson I would like to show it to you.

*I sure wish I could have been there to see it! KM*

### DIY CNC Foam Cutter

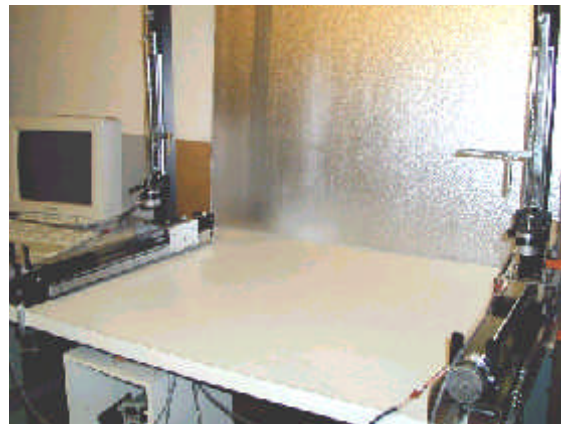
From: Tal Barnea tbarnea@8linx.com

Hi Ken,

I have a web site which shows how to build a low cost foam cutting CNC machine. Here is the link:

<http://www.8linx.com/cnc/cnc.htm>

*This is a photo from his site. KM*



### Yet Another 4\*40

From: Tex Gehman eliztex@shaw.ca

Ken:

If you can bear it, here's my addition to the 4\*40 file. The photos show my alterations, basically a much enlarged tail and lowered horizontal stab. You might be able to see the outline of the stock tail parts. I put real ailerons into the wings and built the fuse with



balsa rather than the ply. Weight is exactly 100 ounces with the following: Max Cim 15 "Y"/2.75/APCE14 - 12/18xCP2400 and UBEC.

I have flown it with 22x2400(SR) and like it better with the 18 cell arrangement at half a pound lighter. Wing loading is only 25 so it is very nice to fly. Does huge aerobatics including several vertical rolls. Will go vertical, snap roll and still continue vertical, so I consider it a fully aerobatic machine.

BTW, I thank the respondents on my queries at E - Zone for the advice on the reconfiguration of the kit, namely Derek Woodward. This model will knife edge across the field with one thumb on the box! Lowering the stab really works.

Cheers, Tex Gehman, Winnipeg.



### Mongojet Revisited

From: Tord Eriksson [tord@natverkstan.net](mailto:tord@natverkstan.net)

Hi,

A few years back I told you about my Mongojet, a successful conversion of a Mongo Jr, a foamie sloper along the lines of a Zagi, but of about 72" span.

Well, flying ended one day when I was showing off for my becoming wife and a friend of hers, while doing a full power rolling dive! Suddenly it went into massive flutter, flapping its wings like a demented crow and shedding its turbine blades!

Took some time to reglue the spars, adding a bit of glass fibre cloth to boot, and getting spare parts for the fan (I

use the 500-size Graupner fan, but power it with an Aveox 1114/4Y, and eight RC2000 cells).

Two years later it was recharged (same batteries, motor and fan pod, just new fan and covering), and catapulted into the blue. In the meantime I've only flown a Multiplex Cargo - erratically - and my old tired powered Zagi (needs retirement, due to added floppiness and increased weight due to too numerous repairs and modifications through the years) a few times. Not really current at all.

Well, I must say that for a first flight this millennium it flew like a dream! Altitudes of 400 meters easily attainable, and flight times of over 8 minutes the norm.

Doesn't roll very fast, but makes tight loops and the sound is just beautiful! Impressive, in every respect, except maybe when it comes to slowing down, as it is big and heavy!

Took parts of a birch off a few days ago, with only minor blemishes as a result. As a result of many dorked landings the fan module is secured to the wing simply by a sling of copper wire, as gluing its pylon into the wing resulted in immediate separation of the pylon from the fan pod, with structural failure to the pod as a result. Now it is just pushed into the wing, secured on the bottom with the copper wire around one of the bottom CF spars.

If a landing is much rougher than intended it simply loosens a bit, still hanging onto the wires. Works like a charm!

The Multiplex Cargo has been much more of a trial, with much error. Occasionally it flies like a dream, but most time it falls victim to ground turbulence - windy days are the norm here, and having tall trees near the field doesn't help a lot! Very durable, but not as sweet a flier as I had hoped it to be. Mine is heavy, but the four geared 400s make a lovely sound when run at full throttle! Static thrust is near 10 Nm, and weight a bit over 2 kilos - should suffice I would think!

I have tried forward CG, rear CG and CG as per plans - neither has been a great success!

Once it flew like a dream, doing multiple takeoffs on one charge, but that day was really calm, just 3-6 knots of wind! I early replaced the glass fibre wing joiner tube with a Graupner's spring steel joiner, using the purpose-made brass boxes inside the wings, that the spring steel joiner slips into. The wing joiner is floating, that is, the joiner is not fixed into the fuselage, but moves about freely, within reason!

A dual conversion PCM Rx assures little problem with interference, while first tries with a single conversion Rx ended in an out of control crash. Sigh!

So sturdy, but not magic, like the Mongojet!

Tord S Eriksson  
www.tord.nu

PS I am now married (so not so much time for models), and live elsewhere (newer email addresses: tord@mindless.com, tord@natverkstan.net, tord50@msn.com). New phone #: +46 (0) 31 57 45 10



### Simple T Turned Electric

From: Orville Shields osrs73@yahoo.com

Hi Ken,

Reading about the planes that you build and fly caused me to think of you after flying this one. Although I really like almost all types and sizes of planes, I am a sport flyer by choice. So when an airplane that is this nice comes along I think others need to know.

In our club we have a modeler, Tom Stoudt, that built a little plane called a Simple T from an article/plan in RCM in August of 1993, I think. He was very happy with the way it flew, and he is a Taylorcraft fan anyway. He started building these for others in the area. He has built about 30 of these by now. Most of them are powered with a four stroke 26 to 30 and they fly just great. They fly more like a pattern plane than a Piper Cub. The picture included is Tom and his original. The

other picture is mine.

Tom has been after me for a couple years to try one as an electric. I don't know why I waited so long.

I'll give you the specs first and then tell you about it. It weighs 56 oz. ready to fly. It has a 50 inch wingspan and 450 sq. in. It has an Astro FAI 05 5 turn with the standard 2.38 to 1 gear box. I fly it on 8x2000 mAh cells with an APC 10x7 electric prop. It measures 34 amps and 280 watts input power at the start of about a 6 minute flight. Yes, it can be stretched to 7 minutes but this little guy is more fun if the power is left on. I just love it when someone at the field asks if I need help hand launching it. I say well let's see if it will get out of this tall grass. While it is climbing out at about a 45 degree angle, I have to tell myself to watch the plane instead of checking out their faces. This plane flies with almost the same energy level as the glow versions, and I am sure that with one of the new brushless motors you wouldn't be able to tell the difference until it is time to clean up.

Remember that my plane is exactly the same as the glow versions including the glow motor mount and about 8 inches of fiberglass on the wing center section. For electric this plane could be much lighter. The only difference in my electric is the battery hatch that is the windshield, and the balsa cowl to give it a more scale look.

Since seeing mine there are two others that are flying electric with no modification to the cowl area, the only thing different is the windshield/battery hatch and battery tray. The battery slides in and down at a 45 degree angle on a light ply tray.

Tom makes these in his workshop the old fashioned way and then takes them to swap meets and fun fly's. Last time I checked, the price, covered in two color Ultracote is \$130. His phone number is 309-659-7732. Of course you could order the plan from RCM but why not just give Tom a call and get on the waiting list.



### John Pond Plan Service...For Sale!

From: Bob Aberle

Ken,

Just received this forward from Norm Rosenstock -- no sooner than you mentioned the new address of the John Pond Plan Service -- they decided to sell the business. See if you can circulate this info.

Heading now for the NEAT Fair. Would you like a few photos of Keith being inducted into the Hall of Fame for the AMPEER?

### **Astro Flight Brushless 05 Experiments**

From: Keith Shaw

I just have done some last minute conversions you might be interested in. Dave Grife has been playing around with the Astro 05 brushless, sensorless motor with the mini-superbox. It will perform amazing feats, using 10 x CP1700 and an APC 14/7E. The all up system weight of motor, gearbox, controller and 10 x CR1700 is 23 ounces. At full bore it pulls about 40 amps, but the motor and controller only get somewhat warm. He has been flying it in an E3 D mini-Diabolitin with great success. It was working so well he tried it in an ARF .40 sized Ultimate biplane with good results even though it weighed 6 pounds! He has now remotored his big Mosquito to two of these systems, the weight has dropped from 15+ pounds for the twin 40 geared 36 cell version, to about 11 pounds. He reports that it is now a delight to fly and land, big loops, just a touch slower, but a solid 6 minute flight.

I decided to try some of my planes, so I got two units from AstroBob. The Spitfire went from 6.4 pounds to 4 pounds, it flew okay but was like a huge parkflyer, and actually harder to land as it was easily buffered by light turbulence. "Successful", but not desirable, I put the 40 geared on 18 cells back in it, my guess is that it so light to start with, it was just too light!

The next conversion was my Flashback negative-stagger biplane. It used to fly with an Aveox 1412/4Y direct drive, 15 x 1700SCRC, 10x8 prop, weight 5.5 pounds. It flew okay with the original system, but I had to always fly it at full speed to keep it happy in aerobatics, and it was a handful at times, particularly in square loop maneuvers. With the 05 at a shade under 4 pounds, it is a DELIGHT to fly, better than my best dreams for it. Great controllability over a wide speed range, excellent efficiency and handling at low power, and outrageous performance at full bore. It will climb vertically continuously with no let up. I can do a knife-edge running eight, climbing outside turns, lomcevaks, square vertical eights, and with throttle management, still get 6+ minute flights. An unqualified HUGE success.

Back in 1987 I built a 50" span Waco Taperwing for a Keller 50 with 16 cells. It was a bomb, and flew like a Pitts Special on afterburner, not at all what I wanted or predicted. I hung it in the Hobby Shop and used the data gained to design the Stearman, which hit my prediction mark on the head. I retrieved the Waco, and after a good cleaning, and some minor covering repair, re-trofitted it with the 05 system. Now at a weight of 4 pounds it is a solid airplane with reasonable speed, good aerobatics and good manners, but nothing out of the ordinary. It would have been GREAT back when it first was made, but a little ordinary on today's electric flightline.

So what to convert with the second system to show just how far electrics have come? Looking around my storage room, my eyes fell on the GeeBee R-1. In 1985 it was flying with a prototype roll-pin Astro 25 geared on 14 x 1200SC cells, not SCR! It weighed almost 6 pounds, which gave it a frightening wing loading, but flew acceptable. This was the plane I purposefully built to prove that ANYTHING could fly electric. It took all my skill to stay on it, and nerves of steel to land it, but it did its job. I stopped flying it when KRC went to pavement, as it MUST have a grass strip. The conversion is silly, as the battery is in the cowl with the motor and speed control, so the fuselage is completely empty, like looking into a zeppelin! Weight dropped to 4.25 pounds, and it is amazing to fly, basically like a short coupled sport plane. It is almost "nice"! About the same speed, but better aerobatics, and VASTLY easier to land.

The Flashback and the GeeBee will go with me to NEAT along with the King Crimson, Bearcat, Estrellita, and Folkerts Sk-2. All that hard work building as light as possible so that the early electrics could even fly has paid off later in life. I now have a whole stable of really nice flying great performing planes. It is amazing that a 23 oz. power system is effectively matching the performance of the original 50+ ounce power systems. A real statement about the advances in motor, controller, prop, and battery arenas.

### **E- Rally Hastings New Zealand**

From: Nick Furnage maxsea@paradise.net.nz

Hi Ken,

Hey nice job on the Bantam by the way. Just a bout

### **Please Send Ampeer Subscriptions or Renewals to:**

Ken Myers  
1911 Bradshaw Ct.  
Walled Lake, MI 48390

done mine. Best kit ever made. He's a master that Larry. The Curtis Jenny will be nothing short of a master piece.

Had the good fortune to attend the Hastings E - Rally which is on the Eastern side of the North Island here, right next to the ocean. The field is bounded by a river (Some planes take up boating at times). Myself, I'm from the Kapiti Aero Modelers Club which is a bout 40 minutes north of our Capital City, Wellington. It's a very good site well away from everyone and everything. Here's a photo.

We are very fortunate as you can see. We just had



the runway extended to 120 metres for those international Electric planes.

A funny thing happened at our last Club night. We had one of the Gasser Big Banger guys come over for a chat, as he was very interested in a Park Flyer which I had won at the Rally. It is called the Fling, which is made by Phil Smith up in Auckland, our biggest city

here. The plane is sold as you see it except for the tail gear, which needs to be attached. It comes less radio system and motor of course. It's about \$65 your dollars, I think.



Back to the Big Banger. I was surprised to hear him comment that he was looking very seriously at something like the above, as he said 1/4-scale takes a while to put together and you don't fly that often, but with something in the electric field, well the possibilities are endless. It's happening. The gassers are coming over to the " E " side.

Here's the link to the Rally. I'm sure that you'll find it interesting, as Heather, Ian and Bruce did a fine job.

<http://www.wattsup.co.nz/hbrfeday.htm>

I thought of a few more sites that may interest you as well. [www.electricflight.co.nz](http://www.electricflight.co.nz) and the one where Lex Davidson resides. Their TCP (That Club Plane) flies really well, even in the most persistent wind like we had in Hasting.

<http://www.acehobby.co.nz/ossb2/club/nsmac/club/TCP.htm>

### More on the Mid-Am 2002

I'd like to thank Bob Aberle for his really good article on the "small stuff" at the 2002 Mid -Am. It is in the September issue of RCMF. If you are into small electric R/C, you should be subscribing to Radio Control microFLIGHT. It has both a magazine and online presence. You can learn more about subscribing by visiting <http://www.rcmicroflight.com>

Also, if you are interested in "backyard/park fliers" be sure to pick up Bob's book Getting Started in Backyard Flying. All of this good stuff is produced by AirAge Publications, the producers of Model Airplane News.

### Attention Detroit Area E-modelers

From: Wil Hutchings [wilberthutchings@hotmail.com](mailto:wilberthutchings@hotmail.com)

Our club, Greater Detroit Soaring and Hikin g Society, is thinking of expanding our official membership to include electrics. We have a nice field at the Oakland County Park, Addison Oaks. With a few modifications, a nice landing site for wheeled planes will exist.

The question for you: Any suggestions to help us attract flyers from the northeast side of Detroit?

Wilbert Hutchings Tangled Lines Editor 248 -628-9306

*Sure, a notice here should help. Folks, if you are interested in more info give Hutch a call or drop him an email. KM*

### From Walt Thyng

From: Walter Thyng [docwt@lightfirst.com](mailto:docwt@lightfirst.com)

Hi Ken,

I keep getting "Specified Server could Not Be found" message when I try to download the *Ampeer* via Acrobat.

*There seems to be some kind of issue with Windows XP and Acrobat. If you are using XP, and having problems getting the Ampeer in .PDF format, please just drop me an email, and I will send it to you via attachment. KM*

I've nearly finished with my latest project, a 1934 Commodore. It has an 80 in. wing span. The weight is yet to be determined. The Commodore is all stringer and crutch construction with an under-cambered airfoil. I assume it was originally a free flight. The 1978 redraw shows an Enya 29 for power. I had one of those anchors once. Not a whole lot of poop. Proposed power: AF 25G on 14 cells. It's what I have available. Test flights will probably be on 16 cells, but I think it will be excessive power. In fact, I may even try my AF 05G after I see what it will do. I also have a spare MEC gear box that I could adapt to the Astro 25. Perhaps then I could swing a 15/8 folder.

Thanks for all your hard work on the Ampeer.

By the way, the URL you have for Clancy doesn't seem to work. It's the same as several other sites and none of them work.

*Hobby People have taken over the marketing of Clancy products. Use their site to get info on Clancy products. KM*

I have a giant Lazy Bee kit that I would like to bash into a humongous Stagger Bee, but I need a set of plans to get the moments and the lower wing structure. I'd even take a used plan as long as I can get the measurements.

#### Thanks Mark Rittinger for the Plans

From: Mark Rittinger mrittinger70@hotmail.com

Ken,

I donated two sets of plans for the Mid-Am give away, P40 and P51 plans.

Later,  
Mark

*You sure did! Thanks so much. They are really great planes! Sorry I missed you in the original thanks.*



**Bernard's Wing-E**

#### More Plane Suggestions

From: Bernard Cawley [bernard.e.cawley@boeing.com](mailto:bernard.e.cawley@boeing.com)

Now that you've discovered park flyers, I have two other laser-cut airplanes, both of which I am very much enjoying, that you might want to look at. One is lighter than the Bantam, uses a similar motor (different ratio) but can handle quite a bit of wind while being very aerobatic - Todd Long's Wing-E. It's a 23 inch span tractor flying wing and it goes from out of the bag to ready to cover in less than two hours! All up weight with a 7-cell 300 mAh NiMH battery pack is 6.5 ounces.



The other is a bit heavier and uses the same motor (but a different ratio) as in the GWS Zero and Beaver. It comes with two wing choices (really aerobatic - the "Sport", and really, really aerobatic - the "3D") and has a retractable gear option! This is the Mountain Models Switchback. I have a Switchback Sport with retracts and right now it is my favorite plane of all. This one is 9.9 ounces plus battery - so is flying at 14.6 with 8 cell 720 mAh NiMH packs.



Do you live on a cul-de-sac? (*As a matter of fact, I do.* KM) If so Todd's Gym-E can use the same stuff that's in your Bantam and you can fly it right in the cul-de-sac. I do with mine. It will be a great indoor plane

if I get a chance to do that. GREAT fun in a small space. Even works on floats!

I have GWS receivers in several small planes ( a 6 channel one in the Switchback) and they do pretty well - no adjacent channel problems at all, but watch out for swamping. I've just gotten a Berg that will go in the Switchback for busy flying sites and meets, though.



#### Jeti Powered Hellcat

From: Greg Mehojah gmehojah3@comcast.net

Hey Ken,

I was given the wing to a Hellcat by my flying mentor. Gary Kyle had the plane built by Pat Trittle some years ago, but unfortunately the horizontal tore away during a high speed pass. The ensuing crash left only the wing intact...everything else was a loss. He was getting ready to toss the wing in the garbage, but I asked if I could have it. It sat on the shelf for over a year until I built up my construction skills. I took a set of Jim Ryan Hellcat plans, sized them up to 65% larger than the originals, and built the fuse to match the wing.

I powered it with a Jeti 30-3 with a 40 amp Jeti controller, 8 x CP2400 packs, and an aeronaut 10x8 prop. I don't know how much it weighs now, but empty (everything but radio gear and power system) was 28 ounces. The wingspan is 48 inches, and its a solid flyer. The 'Cat launches straight off the bungee, and flies with a great deal of authority. Just imagine the stability of a Ryan plane, but BIGGER! I am now in the process of doing the same with the Jim Ryan P-47 in the Razorback version. I will send along some pictures when that one is done. Enjoy.

#### Flying Beast

From: Tord tord@natverkstan.net

Ken,

I have now created another flying beast, that looks very promising - included is an excerpt of a letter of today:

"It is a four-motor twin-tail flying wonder, based on the tails and tail surfaces of my transporter project from way back (the tail-booms being made of DAW S1 -26 fuselages, if you remember - there is a picture somewhere on an Aussie site, somewhere), using a beefed up centre section of a Lazy Bee (the innermost bays only, married to the wing panels of my four-motored Multiplex Cargo as outer panels. Looks real cool, like a four-engined P-38! Plan to make a more realistic cockpit later - if the thing flies as well as I hope! Promising, anyway!

About 1.8 metre span and just slightly heavier than my Multiplex Cargo, from which all the electric stuff came from, bar the tail servos, so it should fly better - and longer. Launched, as with all my electric planes, with a catapult as it has no tail wheels : -)! The wing is practically flat, so there are no big fins, and just rudder on one fin, a la Grumman Hawkeye (actually, the Hawkeye has rudders on three out of four fins)!"

Pictures soon, Ken! 'For and after first test flight.

#### My Old Four Star 40

From: Dereck Woodward dwoodward@starpower.net

Hi Ken,

I was just flipping through the back pages of your website and found that Carlo Ciarniello's e-mail address is still in there. Didn't Carlo pass away some years back now? I'd imagine the address is defunct now, but it might not be.

*Yes, unfortunately he did pass away. I fixed it so there is no link to his address, but the plans he gave to the Ampeer are still there. KM*

On a lighter note, must send you a photo or two of the latest butchery on my dear old Four Star 40. Following getting rolled up some last year, it festered in a corner for a while until I needed it back airworthy. While putting the wing mount bits back into the wing, I lopped a bay off each end of the wing - it had been flying at around 66" span with rounded tips - and now she is 54" span. The stock 4\*40 is 60" span, BTW. It also got slightly larger, more tapered ailerons and a MaxCim 13D. The 13D is it's third motor - a 13Y and an AF25/ Superbox had the job before - and she's now flying up a

storm on 14 cells, her third size of pack.

The only thing left from the kit is the basic wing section! Unfortunately, her life style has made her somewhat porky at around 92 oz. with 14 x CP2400, but around 550W from the 13D and a 13 x 8 APC at 7,000RPM seem up to the job. It's to the point where I'm considering a 'new' one with a D box wing of a 'proper' section. The almost flat bottomed section plus flat plate ailerons flies better than it should, but looks goofy to me.

At that point, I think I can call it my design!

I'll send you some photos and a printable (postable?) version for a future *AMPEER* if you fancy them.

*Yes, I'd love some to share. KM*

Thank you for the kind words about the column. Am always open to contributions, event publicity not ices, free samples of brushless motors and all the other column stuff ;-).

Regards,  
Dereck Woodward

#### From Iowa

From: Jon McVay Togflier@aol.com

Hi Ken,

Just read your review of the new SR Bantam..... sounds like you were pretty impressed. Am sure Larry was pleased.

I have been contemplating the Minnie Mambo myself.....got some plans from a guy out in Virginia.....the MM was one of my first successful R/C models. Had a Cox .049 with an F&M Echo TX and a Pioneer "Superhet" RX. I too would sometimes forget to wind the rubber for the Citizenship escapement (SE -2 it think). I think the Minnie would make a great Park flyer and I would probably build it stick and tissue style as I'm still a free flighter at heart.

You'll find a photos and a report on the 2002 E-Fli-owa on the Web at: <http://www.fisheye.ws/efliowa>

#### RX Problem

From: Bob Larson Larson7067@aol.com

*(A while back Bob was having trouble with this receiver and posted a question about it in the Ampeer. This is a follow-up. KM)*

Hi Ken,

Since last E-mail. I had put the Airtronics Stylus receiver in a glow powered Proctor Antic and nearly lost the plane, due to glitches. I returned the receiver and

transmitter module to the manufacturer and they replaced them with a new ones. Since then I have flown the new Stylus receiver in an electric plane with no problem. Looks like I was just unlucky and got a bad one to start with.



#### Barry Wilson's Models

From: J. Barry Wilson Jbarry.Wilson@btinternet.com

Hi Ken,

I have attached a couple of pictures of one of my electric models. One has a span of 44 inches and weighs in at 14 oz. Power is 7 cells, (600 mAh), driving a Speed 280 with a 10 inch prop, via a 1.85 gearbox.

I have just completed a new model, slightly smaller, but only weighing 11.5 oz. I'm looking forward to a nice calm evening for the maiden flight!

I am also working hard to get a collection of models ready for our village hobbies and craft show. We have a small club including about 15 young lads who are beginning modelling, (mainly free-flight). Hopefully a few will progress to R/C later.

On a more general note, where are you located in the States. I will look you up on the map!

*I'm in Walled Lake, Michigan. It is located in Oakland County, just southwest of Pontiac, MI. KM*



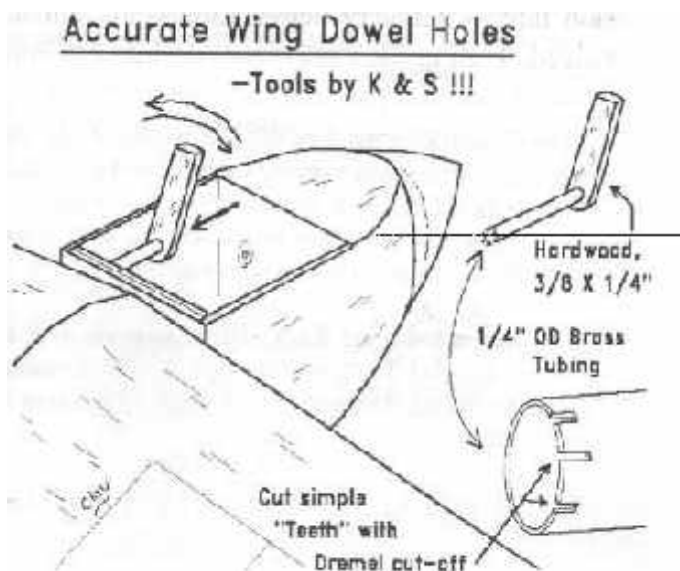


**B-24 (Liberator) Plans?**

From: Peter Smith note2caz@hotmail.com

Hi there, my name is Peter Smith and I live in New Zealand - I was just reading your "Quiet Power: electric flyers only" website when I saw Don DeGasperi's 72" B-24. I am very interested in building the same plane (a great uncle of mine flew them in the war) and I was wondering whether I could get hold a copy of the plans to that model? I'm not sure how to go about this so I thought I'd send you this email and see. I would quite like the same plans that were used to make the B-24 pictured as from all reports it flies beautifully. Thank you very much for your time, I look forward to hearing back from you soon, Peter Smith.

*Can someone help out Peter? I did email him back, but I'm not sure I got him the correct info to make the proper contact. KM*

**Holes for Wing Dowels**

By Clay Ramskill

Via AMA National Newsletter

A standard scenario for installing holding dowels in the leading edge of the wing - put the wing in place on the fuselage, mark the wing through the pre drilled holes in the fuselage former, remove the wing and drill it for the dowels. The problem is, when you drill, the drill bit "wanders" slightly, and the alignment comes out slightly off.

**Solution?** Use a piece of brass tubing as a hole saw. Cut teeth in one end, glue into a piece of hardwood to act as a handle. Now you can actually do or at least start the

hole with the wing in place. Pushing and twisting the tubing, you cut right through balsa, and even lite -ply with little effort. Put in a small piece of dowel in your first hole so that the alignment stays accurate for the second hole.

**Note:** a longer piece of brass tubing, with teeth on the end, can cut nice holes in the aft fuselage for Nyrod exits.

**Lining Up**

by Irv Allison

via AMA National Newsletter, April 1999

I first heard of this trick at a fly-in in Lakeland, Florida.

There are two runways there with a crossing angle of about 30 degrees. Upon landing, I found myself splitting the difference and landing at the intersection. This was no major problem since the entire field was very smooth, however, I was irritated with myself

While talking with others in the pits, one local flier described his method of lining up on a strange run way.

Simply align your shoulders parallel with the runway. Then line up the plane on final approach over and in line with your shoulder. This will bring you right down the runway.

I tried it and it works. Since you cannot turn your head a full 90 degrees, the plane will be on a final approach somewhat out in front of you and in line with the runway.

*from Sanford Flyers, Winter Springs FL  
via Prop Wash Leah Salisbury, editor*



Here is Keith Shaw holding his notice that he has been accepted into the AMA Hall of Fame at the Mid-Am. Bob Aberle Photo. (Kids and cake – yummy!)

## Up Coming Events

**Sept. 28th (Saturday)** Suburban Aero Club (SAC) Electric Fun Fly at their club field near Flossmoor Rd. Country Club Hills, IL 60478-5433 (Chicago area) for more info e-mail John Kalland:  
email: john@kalland.net  
Suburban Aero Club of Chicago is located south of Chicago near I57 & I80. There is a paved runway, no fee. See [www.iit.edu/~kalland/sac/](http://www.iit.edu/~kalland/sac/) for map

**Sept. 29 (Sunday)** 7th Annual DEVIL MOUNTAIN All Electric R/C Fun Fly, Concord Model Engineers (New Location: Field Provided by the Diablo Valley Radio Controllers in Pittsburg, California), A totally informal event intended to promote electric R/C flying. All types of R/C electric models are welcome. For Further Information Call: Chuck Hill (925) 685 - 1546 or email [chuckhill@aol.com](mailto:chuckhill@aol.com)

**Oct. 5 & 6** DEAF 16th Annual Annual DEAF Fly, Dallas, TX Sponsored by the Dallas Electric Aircraft

Fliers at the Dallas R/C Club Field, Seagoville, TX. A \$20 Landing Fee covers Fun Flying and All Events for the entire weekend, including a Barbeque Dinner on Saturday night. AMA License Required. Contest Fliers will have frequency priority over Fun Fliers . Awards for all events. Food and Drink Concession provided by a local Scout Troop. Free, toothsome DEAF Brownies! Electric R/C Vendors will have their wares on hand. Contact: Jim Truitt, CD, 1618 Mapleton, Dallas, TX 75228, (214) 327-4441 or email: [JTr8436ama@aol.com](mailto:JTr8436ama@aol.com)

**October 18th & 19th** Cape Coral R/Sea Hawks Electric Fly In, Open to all types of electric powered aircraft. Current AMA membership required to fly. **Site:** Club field, Cape Coral Florida. For details contact: Contest Director Don McGillivray [djmスコッチ@aol.com](mailto:djmスコッチ@aol.com)  
For map contact Chris Zettel: [mzettel@aol.com](mailto:mzettel@aol.com)



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

### The Next Meeting:

**Date:** Sunday, Oct. 6 **Time:** 10 a.m.  
**Place:** Midwest R/C Society Field, 5 Mi. Rd  
All AMA members welcome to join us