

Ampeer

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<p>Ampeer subscriptions are \$10 a year US & Canada and \$17 a year world wide.</p>	<p>The Next Meeting: Date: Sunday, Sept. 9 & 10, 2000 See Details inside</p>	

What's In This Issue:
Mid-America Electric Flies 2000 – Upcoming September EFO Meeting/Please Read Carefully/ non EFO members are welcome too – Mongo Jr. Goes EDF

Mid-America 2000



July 8 & 9, 2000 was another great Mid-Am. Entrants came from all over Michigan, Louisiana, Ontario, Ohio, Indiana, Minnesota, Quebec, Texas, Iowa, Missouri, Illinois, California, Wisconsin, South Dakota, Kentucky, Kansas, Maryland, North Carolina, and New York. Canada (Ontario and Quebec) accounted for 16 pilots out the 90 registered for Saturday.

The meet actually got underway for me on Thursday evening when I went to Metro Airport to pick up Peter Haworth from Australia. Yes, I

imported my own special labor from the land down under.

Peter and I headed to the field on Friday morning to do all of the “grunt” work. The extra porta potties were there, unfortunately in the wrong place. As we waited for the large dining canopy to show up, we started setting up the field, a major task. Jim Lapham and Bill Brown of the Midwest R/C Society showed up to give the field a final grooming. It should also be noted that Jim had prepared a lot of parking and extra cutting earlier in the week, and we were pretty much ready by noon. Greg Gimlick and Doug Holland of North Carolina showed



up and we put them to work immediately helping to set up parking lines and moving those misplaced outhouses. By mid-afternoon on Friday, the sky was filling with beautiful electric planes, as sun shelters started popping up on the flightline like toadstools after a rain. The flying continued well into the evening hours with Dave Grife flying his Wingo after dark. He was kind enough to let Peter and myself have a go at night flying his Wingo.



The day started early on Saturday with contestants and workers showing up early at the field. Larry Palmer and his crew of Midwest members handled the parking while Debbie McNeely, EFO Secretary, took over the registration duties.

By the 9:30 pilots meeting the whole field was a buzz of activity. Several people started flying as soon as pins were available. It was an absolutely perfect day for flying. There were very light, almost nonexistent, winds through the whole day. The sky was overcast but not dark and temperatures reached only into the mid -70's.



Absolutely perfect!

At 10 o'clock the Model A's, yes Model A Fords, pulled in. The Oakleaf Region chapter of the Model A Restorer's Club once again visited and were the honored guests of the Mid-Am. This year I had a special award presented to the best model A, as chosen by the meet entrants. Having them come is a really nice touch, and I've invited them back again for 2001!



Keith and Dave put on their demo around lunch time. While they were doing some great flying and demonstrating the ultimate in electric flight, many folks headed over to the food tent to grab a hot dog or some pizza. Jim Lapham, head of the food committee for Midwest R/C, decided that some fresh Dominoes pizza might be a good addition to the field food list. He was right!



It should be noted that Keith was extremely ill the whole weekend, and we all thank him for getting through it to make a great meet for all of us.

The members of the Ann Arbor Falcons and EFO, lead by Warren Plohr (Falcon), did a remarkable job of frequency control. With the Falcons and EFO being very small clubs, it was absolutely wonderful to see the turn out of workers. Thanks to all of you for making this meet the very best e-meet in the country!



An interesting note is that a helicopter entered the All Up/Last Down. An even more interesting note is that it was NOT the first plane down!

The awards were given out around 4:00, as well as



the many wonderful complimentary goods acquired by Jim Young.

Saturday's Special Awards

- **Longest Timed Flight:** Richard Utkan, Milford, MI
- **All Up/Last Down:** Larry Markey, Northville, MI
- **Best Ducted Fan:** Chris True's Mig 15, California, MD
- **Best Sport Plane:** Joe Price's Slow Poke 40, Peotone, IL
- **Most Beautiful:** Jim Young's Mister Mulligan, Brighton, MI
- **Best Scale:** Chris McHugh's Tempest Mark V, Hamilton, ONT
- **CD's Choice:** Kevin Cox's F-18, St. Louis, MO



This year's **Charlie Spear Award** was presented to Jim Ryan. Jim is a prolific designer, writer and all-around great booster of electric flight. Many of you know of him through his writings and plans presented in Model Airplane News and Sailplane and Electric



Gordy Cells

From: Gordy Stahl GordySoar@aol.com

Gordy Stahl
9303 LeBeau Ct
Louisville Ky 40299
502-491- 5001

Modeler. His WWII Speed 400 planes have become legend. Congratulations and well deserved Jim!

Actually, all of the entrants received a very special award on Saturday even though they may not have been aware of it. I was sitting with Keith under his sun shade and while Chris McHugh was flying his beautiful Tempest Keith said, "All of those airshows, demos and writings have paid off! It's really been worthwhile." The two of us sat and watched and marveled at the flying and building skills that have evolved in this facet of the hobby. To you, the electric pilots of 2000, well done, and keep up the great work.

After the "official" contest was over, Dave Hares had the picnic potluck ready to roll. For me, this is a wonderful time of the day. It is fun to talk with folks moving through the line. Sharing food and talk is absolutely enjoyable. Because of the wonderful placement of clouds over the sun, flying continued non-stop until well after dark. Yes, there was once again night flying.



When it was really, really dark, a mysterious bluish glow appeared on the ground near the east end of the flight line. Anticipation arose. The crowd grew quieter and in hushed tones the word spread that HE, Howard Kendall, Midwest R/C president, the man himself, was here. While those who had not attended the Mid-Am before didn't know what was about to happen, they caught the mood and stood or sat silently, waiting, waiting. A glow engine roared to life, the friction of the rotors could be heard turning slowly, the lighting system leaped to life. With a whine and whir followed by a brilliant flash of the extraordinary lighting system, Howard's chopper took to the air for a remarkable flight of night 3-D night aerobatics. Gasps, wows and applause erupted from those who watched. There is

absolutely no way to describe the skills that Howard has achieved in night flying a helicopter. You just have to see it, and you still won't believe it.



After Howard's flight, the evening ended with the entrants going home or back to their motels, and I was finally able to lock the gate just before midnight.

Sunday started early with pilots showing up around 7 o'clock. The weather was partly sunny, warm, humid and windy. Again, the pilots were welcomed and briefed at the pilot's meeting. Flying continued until around noon, when the demos were interrupted by a downpour. There were showers on and off the rest of the afternoon. The showers interrupted the S400 All Up/Last Down and it was finally decided between Don Belfort and Darwin Garrison by a coin flip.

The awards and prizes were passed out about one o'clock while everyone was in the food tent escaping the rain and enjoying some fine field food.

Sunday's Special Awards

- **Longest Timed Flight S400:** Sam (Samantha) Foss, Shelby Twp., MI
 - **All Up/Last Down S400:** Darwin Garrison, Fort Wayne, IN
 - **Best Multimotor:** Hank Hoelzer, Twin ElectroStreak, Brookfield, WI
 - **Most Beautiful:** Joe Hass, Hurricane, Rochester Hills, MI
 - **Best Scale:** Mark Thompson, T-33, Dundos, ONT
 - **Best Mini-Electric:** Andy Telzer, Minx Ducted Fan, Oakville, ONT
 - **CD's Choice:** Dick Fleming, Zonia Seed flying wing based on a real seed!, Ollivet, MI
- Flying continued on and off through the rest of the



afternoon. Actually the All Up/Last Down S -400 started after the presentations.

The workers retrieved signs, took down the transmitter impound, took apart the parking, picked up the garbage and all of the rest of the necessary tasks. To each and every Falcon, EFO and Midwest R/C Society member that worked to make this a great meet, Keith and I send an extremely sincere thanks from ourselves and all of the pilots.

Peter and I arrived back at my house about 6 o'clock and had to wait for another storm to pass before backing in the trailer and unloading it.

On Monday morning I took Peter to rent a car for the remainder of his US visit and then down to the field to help Keith police up the area. We send a huge thanks to the pilots, spectators and workers. You left the field in great condition. While waiting for the dining canopy to be removed, Keith and I talked about what a great meet this was, even though he was sick.



Again, thanks to all who came, worked, played and made the Mid-America Electric Flies 2000 such an

enjoyable experience. Remember to mark your calendars for the weekend after the 4th of July for the Mid-Am 2001.



As Larry Marshall said in his 1998 Mid-Am article, Ken and Keith Throw a Quiet Party. (Good to see Larry back this year!) When you come in 2001, remember that this is a pilots' meet. Bring your manners, neatness, best planes, best friends and join us for a "party" of about 100 of our closest friends.

For those of you that couldn't make the meet, or those who'd like to remember the meet, Jim Young has posted photos on the web at: Snapfish.com. You should be able to use this address:

<http://www.snapfish.com/share/p=3211963346949186/l=1070406/e=KMyersEFO@aol.com/cobrandOid=1000>

After you go to that URL click on sign-in and use my email address: KMyersEFO@aol.com and the password is midam



Enjoy the 104 photos. Thanks JIM! All Mid-Am photos in this issue are from Jim.



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Special Thanks to Joe's Hobbies of Farmington who gave us some especially needed help with prizes!



These Letters are Dedicated to ALL the EFO, Falcons and Midwest R/C Society Members as a way to say thanks directly to you for your hard work and great support!

Subj: the Mid-Am event....

From: Grant Calkins CasinoOp@thegrid.net

Ken,

Just a quick message to say THANKS for putting on a great event again this year. Janna and I really enjoyed ourselves in the "cornfields of Michigan" and definitely want to come back again next year. We realize that you and **all your crew** work darn hard to stage this event, and we just want to say again.....Thank you!

Later,

Grant Calkins (Janna too) *(from California)*





Subj: Mid-Am 2000
From: Kevin Cox KCox854272@aol.com

Hi Ken,

I wanted to thank you and the **rest of your crew** for putting together a really great event. The only thing that I regret is that we only stayed for Saturday! I won't make that mistake next year! My family and I really enjoyed ourselves. Also thanks for the CD's Choice Award. I was shocked to say the least, considering the other outstanding models there.

Thanks,
Kevin Cox and Family (from Missouri)



Subj: Fly-away at the fly in
From: David Alexander dalexander@ukans.edu

Hi Ken,

I just wanted you to know that my step-dad and I enjoyed the Mid-America Fly-in. In fact, he was a non-

flyer before last year's event but was so enthused by the 1999 fly-in that he built a Slowmowatt and is doing a little training with it. (Slow going when instructor and student live about 14 hrs. apart; nevertheless, he has now built a total of 3 slowmowatts!)

In spite of one problem (*a fly away KM*), we both enjoyed this year's event greatly and will probably be back in future years.

<sniped info on plane that flew away>

Once again, in spite of my loss (no one to blame but me!). I had a LOT of fun this past weekend and hope to be back in a year or 2. Congratulations on another highly successful event.

Dave Alexander
Lawrence, KS

(PS, you guys were right! Those trees on the other side of the tracks WERE 50-60' tall!)



Subj: Mid-America
From: Jim Young

Hi Ken,

You probably have a bunch of emails telling you what a great time the Mid-Am was, but here's another anyway. Even though I lost a couple of planes, I had a good time. I got to visit with some friends, and see some good pilots and builders. (*Note how to access Jim's photos in this issue. KM*)

I am also editing the video I took, and will make it available for future EFO meetings.

Quietly,
Jim Young



Subj: Mid-America Electric Flies
 From: Jim Zare Jimzare@cs.com
 Ken:

Great job on the Electric Flies. Did you get any flying in on Sunday? I didn't make it back on Sunday because of the wind and rain.

Jim Zare



Subj: Mid-America
 From: Pete Foss p.h.foss@worldnet.att.net
 Hi Ken,

Please pass our thanks along to Keith. We had a blast. Nice event, well run, no problems, pure fun. Dinner last night was great!

Pete,Carolynn and Sam

Upcoming September EFO Meeting

The EFO will be meeting on Saturday and Sunday, September 9 and 10 at the Midwest R/C Field on 5 Mile.

We will have an area to put "electrics" on display and talk about them at their Air Show 2000. We will also be able to fly between the guest presentations. Hours are 10 - 5 on Saturday and 12 - 5 on Sunday. The more planes we have the better. See you then.

Electric Mongo Jr

From: Tord tord@natverkstan.net

Hi,

I thought it is time to tell you about my tests (very preliminary) of building a fan-powered Mongo Jr.

You might know the Mongo Jr before as a big Zagi-like flying wing, but with a span of 72" it is quite a bit bigger (48" for the Zagi see www.Zagi.com). The Mongo Jr is a product of BASH Enterprises and is (visit: <http://www.fatlion.com/bash/index.html>) mainly made from light Styrofoam, with an EPP leading edge, just as the Zagi LE or Zagi THL).

Last year I spent May in the UK going to electric fly ins, shopping and visiting friends. In London I found small podded 400-size fans from Graupner (Graupner # 1380) and as usual I used my trusted electric Zagi THL as a test platform. With eight 500AR it almost flew with the fan on top. Later I shoehorned an Aveox 1114/4Y into the fan, but the power draw was not really as much as I wanted, so it would be a pretty lame flyer.

I had received, through a friend in California and a Romanian Swede (who took the package as hand baggage all the way to Sweden) a Mongo Jr kit.

My Californian friend flies his Mongo Jr with a MaxCim motor nowadays, and I had planned to do likewise. I had added a gearbox or beltdrive to my 1114/4Y and a hefty propeller and then tried it on my Studio 'B' Vulcan, but I never got it to work - up like a rocket and down like a V-2 Buzz-bomb.

For the Californian, see Tom Rust's Manta Ray:
 (URL: <http://www.aricraft.com/manta.html>)

And the beltdrive broke, or the motor, or both. That plane doesn't like the weight of a motor and battery, as simple as that! Not even with a brushed motor would it fly well! It will be scrapped, soon!

That plane was the first I reinforced with CF rods and my powered Zagi THL was the second, by the way, see

(<http://home.beseen.com/hobbies/jebbushell/tord/tord.htm>)

I then found a bigger 600-sized podded Graupner fan, # 1374, and I figured that that fan combined with the Aveox 1114/4Y might do the trick, so I again resurrected my powered Zagi THL, and with eight 500Ar it flew quite well - possibly a little heavy, and it needed longer

endurance. It was around 2 minutes and that's too short in my book! The fitting of a motor of the same diameter as a 400 in a fan designed for 600s was a bit tricky, but easily done with a Dremel and a router.

With ten RC2000s (old and a little tired) it came alive on the test bench, but all those cells would be just too heavy for the little Zagi, which already showed signs of overloading.

Now it was quite easy to come to the conclusion that I needed more wing area, to distribute the weight of 10 - 12 RC2000s over, and suddenly I remembered the abandoned Mongo Jr kit. With a minimum of strapping tape, and a few CF rods instead, it took form quickly. Two Multiplex FLs were fitted to routed pockets in the wings and an 2" thick EPP insert between the wing halves gave room for battery compartment, rx and the pylon for the fan. The pylon couldn't be simpler:

Take two bits of 1.5 mm birch plywood, with the outline of a typical jet engine pylon and tape them together along the front and rear. Insert two 1 mm CF rod scraps, to stiffen it up and insert the fan pod's flange between the plywood sheets - secure with hot glue. The brushless has many too many leads to fit in the hole in the pod, so I simply cut a slit from the rear in the shroud and the centrebody, vertically - very simple with a Dremel cut-off wheel. Then you just tape the leads together as a flat cable and insert it into the slot - couldn't be easier.

The lower end of the pylon is glued into the EPP and again secured with hot glue and the flat cable of leads from the brushless is drawn downward in the lee of the pylon and connected to the Aveox ESC. Up from it the RC2000 pack buried, and a short nose is added for extra crash protection and as a possible point to fit balancing weights :-)! As I wrote, I used a minimum of strapping tape, as, the two 2 mm CF rods on top are perfectly capable to handle any bending loads. These are parallel to the leading edge, but behind the EPP zone, as to be protected in a crash - the front one immediately behind the EPP and the rear 5.5" further back ending near the wing tip/trailing edge corner.

Covering was done with Oracover (aka Ultracote), plus some textile tape (TESA), as abrasive protection on the leading edge and helping in holding the servos, batteries and cables in place.

A Tord Hook is fitted slightly in front of the CG, as bungee will be the normal launch method!

(<http://home.beseen.com/hobbies/jebbushell/tord/tord.htm>)

Dry test runs give around 260W and as the plane weighs 4 lbs it isn't too bad! I might add two more cells after the first test flight :-)!

I had planned to use two Graupner fan's but one of them is in need of service - imbalance in the fan (shouldn't have left the factory)!

I want to thank Mr Iljescu (who carried the kit across the Atlantic), Tom Rust (who assisted in the buying of the kit and other things), Bill Swingle (BASH, advice) and Bob Kress (advice) for all the help. And as usual Tom Hunt and Richard Tapp for advice and encouragement!

First flight tomorrow morning!

Success!

From follow-up email

The Mongo fitted into my car with just inches to spare (the distance from the windscreen to the rear of the trunk is possibly 90" - my Mongo Jr is over 74"! We arrived to the field by the sea filled with expectations, me and my assistant, the master builder. Slight wind and some cumulus clouds, just perfect for a test flight!

We laid out the catapult (25 ft of thickest black surgical tube you can find, plus 30 ft of 1/3" bungee rope and 30 ft of kevlar line.

Tested the systems, all go! The first launch power off, and then full throttle! Steady as a rock, and then the motor stopped. Glided back majestically, for more impressive than the Trick R/C B-2A! Very relaxing, rock steady and not a hint of flutter at any speed! Nor any Dutch Roll - impressive!

Conclusion:

The Mongo Jr flew like a dream, but I did have big problems with intermittent power. I guess there is some sort of RF problem (as the servos worked all the time), that needs to be sorted out. Any guess? The single - conversion Futaba was placed close to the end of the battery pack and just in front of the fan, while the Aveox ESC was sitting behind the fan, opposite to the rx, so to speak! All servo leads twisted, of course!

The last launch was a full power launch and as sweet as pretty as can be. The Mongo Jr, with roughly 250W in, had a climb ability that was far beyond my wildest dreams - fans really increase in efficiency at speed! So if I get control of the coughing and burping motor I'm in heaven! 200 meters was reached in seconds, and had I not had the power problems I might have gone much higher (official altitude limit for most of the area is 200 meters) ...

Well invested money! So while a big mother, a sweet one!

Without Graupner's fan and the Aveox 1114/4Y it wouldn't have been even half as fun!

Tord S. Eriksson, Ovralidsg.25:5, S-422 47 Hisings Backa, Sweden

Upcoming Events:

August 26 Burlington County R/C Club (PA) - relaxed day of flying with only a few events. Contact Bill Bowne: beaglv@erols.com Check our club's web site for further info: <http://home.earthlink.net/~jgprusz/bcrc01.html>

August 26-27 Provincial Electric Funfly 2000 - www3.sympatico.ca/dionnel/rc/emeet2000.htm CD - Louis Dionne email: dionnel@sympatico.ca or tel: 450.689.4918 - Quebec Information also available at: www3.sympatico.ca/dionnel/rc

August 26 - 27 4th Fairfield Fall Electric Fly-In, Chilliwack, British Columbia, close-cropped grass runway. Saturday's barbecue is included in the entry fee. Limited AC power is available. Self-contained camping. Ron Dodd 604.792.6814 or email rondodd@aol.com

August 27 Propstoppers of Delaware County, PA e-flight fun fly near West Chester, PA. 9 am to 4 p.m. Contact: Dave Harding davejean@erols.com 610-591-8700 work 610-872-1547 home

Sept. 9 & 10 Second Annual E-FLI-OWA (efly Iowa), Place:

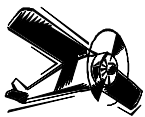
Seven Cities Sod Farm - Junction of I-80 and Iowa 130. For detailed map contact the CD - AMA License Required further information: Jon McVay, 319-895-6527 or email: Togflir@aol.com

Sept. 22, 23, 24 *Northeast Electric Aircraft Technology Fair* (Electric Event) - contact Tom Hunt email: THunt95147@aol.com - Place: Downsville, NY - more information at www.nyblimp.com/NEAT.htm - For camping information: www.peaceful-valley.com

Sept. 30 Donnelsville, Ohio, Non-Event: Contact Azarr at photom8kr@earthlink.net The "NonEvent" concept went over so well last year, we're having another. The club will provide the field for electric flight only. There will be no events, no demos, no PA system, no concessions, bring whatever you need for the day. All AMA members welcome.

Sept. 31/Oct. 1 14th Annual DEAF Fly-In, Dallas R/C Club, Seagoville, TX. Bob Wilder, CD: 817.498.6316

October 7 & October 8 San Francisco Bay area. 7th in Half Moon Bay and on October 8 in Antioch. Anyone interested can contact Chuck Hill at 925.685.1546.



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The Next Meeting:

Date: Sept. 9 & 10, see note inside on time and place
See you then!