

the

# Ampeer

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<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, September 15 <b>Time:</b> 10:00 <b>Place:</b> Midwest R/C Field, 5 Mi. Rd., Northville Twp.	

**What's In The September 2002 Issue:**  
**Mid-America Electric Flies 2002 – SR Batteries Bantam monoplane Review – Finding Small Things on the Floor – Mid-Am Thank You Notes – OLY II kit now available – Upcoming Events**



### The Mid-America Electric Flies 2002

It was another very enjoyable Mid-Am. Seventy-six fliers signed up on Saturday, and another ten signed up on Sunday, giving a total of eight-six pilots over the weekend, and approximately 350+ aircraft. Just about every type of flying machine was seen at the meet including; scale, old-timers, gliders, sport planes, flying “bugs”, helicopters, parasailers and ducted fans. The aircraft came in all sizes from tiny to HUGE!

The weather was reasonably nice for Michigan in July. All three days were sunny and warm, actually quite WARM on Sunday.

Many folks came in early on Friday and flew until sundown. Actually Bob Aberle,

Tom Hunt and Jim Reid, of Long Island, NY, beat me to the field on Friday morning!

Friday is always a lot of fun, as Keith and I get to chat, watch and enjoy our friends coming in as we go through the tedious work of setting up. Thanks to all of the participants who gave us a hand in getting ready for the meet. Since both the EFO and Ann Arbor Falcons are small clubs, and th is is a big meet, we always need help.

Saturday was a perfect day for flying. Low winds and lots of sun. Keith kept the flightline running and organized. The day went well with lots of flying and sharing. The Model ‘A’ Restorers Club brought out their wonderful cars and shared them with our pilots. This is a truly unique aspect of the Mid-Am, and is enjoyed by all.

“Official flying” was halted at about 4:00, and the pilots moved to the dining canopy for the Awards presentation and prize raffle. With so many great planes flying during the day, it was hard to single out any special “winners”, as all the planes were wonderful.

Here are the Award winners:

**Best Scale:** Martin Irvine – Nieuport XI

**Most Beautiful:** Dave Grife – Fokker D-VII

**Best Ducted Fan:** Chris True – El Bandito

**Best Sport Plane:** Marc Thompson – E3D

**All Up / Last Down:** (ended as a gentleman’s agreement draw) Larry Markey and Tom Bacsanyi

**CD’s Choice:** Ken Manuel – Me-109



Martin and his Nieuport

**Bob Aberle** received the annual **Charlie Spear Award**. This award is given in memory of longtime electric flight columnist and all-round great person, Charlie Spear. It is presented to someone who has advanced electric flight in a significant way. Winners in the past have included; 1995 – Ken Myers, 1996 – Dr. John Mountjoy, 1997 – Bob Kopski, 1998 – Bob Boucher, 1999 – Martin Irvine, 2000 – Jim Ryan, and 2001 – Jim Bourke.

After the awards were given out, Joe Hass introduced AMA Hall of Famers, Art Ada misin, Peter Waters and Bob Aberle. He then made the very exciting announcement that **Keith Shaw** has been accepted into the **AMA Hall of Fame**. **Dave Grife** completed the necessary paperwork to get Keith nominated, and thanks



Dave & D-VII

to the efforts of the folks at AMA Headquarters, the announcement was able to be made at the meet. The official induction will happen at a future time and place, but we were all excited to share this information and to be there to honor Keith, our friend and mentor!

The Saturday evening picnic is always a big hit at this meet. It allows the pilots a chance to sit around and “gab” while enjoying a great steak sandwich. Many thanks go to **Dave Hares** for his extraordinary effort as our super chef and steak wrangler!

Flying picked up again after dinner and continued until after dark with Doug Ingraham and Don Belfort turning on the lights and flying after dark.

We could tell that Sunday was going to be a HOT

Ken Manuel’s Planes  
Seriously Fun Models  
<http://webhome.idirect.com/~manuel>

one, as early in the morning the sun had the heat turned way up. George Maiorana brought out his scale Tu-4, fresh from winning the Team Scale competition at the NATS in Muncie. George’s pilot, Dave Pinegar, flew the giant around with great skill and realism. This plane has to be seen on the ground and in flight to be





totally appreciated. George has been wanting to bring it to the Mid-Am for the last few years, but has been involved in flying in the NATS. This year worked out perfectly, and flights 99 and 100 on this beauty were flown before the appreciative crowd at the Mid-Am. Thanks George!



George's Tu-4

Flying slowed down about 2:30 because of the heat, and the great amount of flying done over this lovely weekend. The pilots once again gathered under the dining canopy for the Awards and raffle drawing. Sunday's awards:

**Best Multi-motor:** George Maiorana – Tu-4

**Best Mini-electric:** Dick Fleming – Heinkel 177

**Most Beautiful:** Art Tomes – Beaver

**Best Scale:** Mark Rittinger – P-40

**All Up / Last Down:** Dave Thacker

**Pilots' Choice:** George Maiorana – Tu-4

**CD's Choice:** Ted Biggs – Sea Fury

This is wonderful cooperative venture of the EFO, Ann Arbor Falcons and the Midwest R/C Society. We would like to thank everyone who helped out. It is a "hard" way to spend the weekend, working while others are having so much fun. The Falcons, under the leadership of Warren Phlor, manned the impound and frequency all weekend. Great job guys, thanks, thanks, thanks! Ron Lalinsky headed up Saturday's registration. Jim Young secured the prizes for the raffle. Paul Susalla, of Midwest, lead the hard working crew for parking. Mark Lambert headed up the concession crew for Midwest. Keith Shaw and Dave Grife controlled the flightline. Scott Rellinger, of Midwest, saw to it that the porta potties were there. Dave Hares prepared about 100 steaks! The list goes on and on and on. For everyone who helped to make this a great event, here is a huge thanks from Ken and Keith: THANKS, we truly appreciate it. I would especially like to thank those who stuck around in the heat on Sunday afternoon to help do the tear down. This meant a great deal to us. Folks, this was great. Thanks so very much.

We'd also like to thank the vendors who came out and provided the crowd with a place to swap their money

for "goodies." Radical R/C, E-cubed, StarFlight, Riders Hobbies, Modelair-Tech and JMGlascraft, as well as a few smaller vendors and individuals provided a great service to the pilots and spectators. Thanks for coming folks!

The raffle and meet were also supported by the following companies and individuals.

AirAge Publishing (MAN & Backyard Flyer)

Boca Bearing Co.

Carstens Publications, Inc. (Flying Models)

Castle Creations

Ron Daniels

Hobby Lobby Intl.

Hobytown

Horizon Hobby Dist.

JMGlascraft

Modelair-Tech

Model Electronics Corp., Inc.

New Creations RC

RCM, Inc.

Ryan Aircraft

Sig Mfg.

SKS Video

SR Batteries

Tower Hobbies

Windsor Propeller Co.

I know that there were others who donated some prizes, but my memory is poor, and I'd love to hear from you to give you the proper credit. Please, let us do you justice and give you the thanks you deserve. Drop me an email for inclusion of our thanks in a future Ampeer.



### Ampeer Error

If you receive the paper Ampeer, please check your expiration date. It is found after your name on your mailing label. If you gave me money at the Mid-Am, please be sure that I've updated your date. I accidentally made change using the money with your name on it. Silly me! Please give me a call or drop me a note so I can correct this error. Sorry!



### A Mystery Plane at Mid-Am!

Or it was for a while

I saw this plane at the Mid-Am. I wanted to get the info on it. It is really very, very nice! The photo is by Steve Horney. He took it at Toledo, and it appears in his column at the Ezone Magazine, <http://www.ezonemag.com>

Steve was kind enough to fill me in on it, as the owner/builder Mike Goolsbee of Toledo, OH had recently sent the info to Steve. Thanks for sharing this info Steve.

It is scratch built with fiberglass fuselage and nacelles and foam core wings with 1/16" balsa sheeting. *The Sea Stylist* has a wingspan of 59 inches with 404 sq. inches of wing area. It is covered with 3/4 oz. fiberglass and epoxy and finished with Krylon paint. The ready to fly weight is 62 ounces. It uses 14 1400 mAh NiCad cells to power two 4.35 to 1 Graupner Speed 480's turning two four bladed ground adjustable 9 inch Varioprop propellers.

Watch for even more planes to show up from the Mid-Am, as I will be receiving some from the folks who attended.

### The SR Bantam Monoplane

By Ken Myers

July 2002

Kit and Accessories Available from:

SR Batteries, Inc.

Box 287

Bellport, NY 11713

Phone: 631.286.0079

Fax: 631.286.0901

[WWW.SRBATTERIES.COM](http://WWW.SRBATTERIES.COM)

The largest growing area of the R/C model airplane hobby seems to be the slow and "backyard" flying segment, at least according to the ads appearing in the



general model aviation hobby magazines. Almost ready to fly (ARFs) dominate this group, with the majority being fabricated outside the United States. While some of these ARFs appear to use "typical" model aircraft construction, many do not. For those of us that like to build our own, there are not a lot of choices. Fortunately, and I do mean fortunately, Larry Sribnick has come to our rescue with the Bantam monoplane and Bantam Bipe.

For those of you who've been following what I have built over the last few years, it may seem that I am biased towards SR Batteries' planes. Well I am! Every time that Larry introduces a new plane, I get very excited. Why? He designs planes as I would. He executes them into beautiful laser-cut kit form for all modelers to duplicate, provides a place to purchase all of the necessary additional equipment in a plug-and-play form and educates the builder with his well executed construction manuals.

I must admit that I've not had a lot of personal interest in this segment of the hobby, but after having read Bob Aberle's great book, [Getting Started in Backyard Flying](#), my interest was piqued.

While those of you who've read my Cutie and X-250 reviews know that I modified the power systems to my personal preference, I must make it clear that the "stock power system" versions of the Cutie and X-250 are excellent aircraft as designed. They meet a certain type of flying criteria intended by the designer. All this past year I've been flying my Cute with the stock power

### Please Send Ampeer Subscriptions or Renewals to:

Ken Myers

1911 Bradshaw Ct.

Walled Lake, MI 48390



system and having a ball both inside and out. The X -250 is my most flown plane. It's my gotta fly whenever I go flying plane.

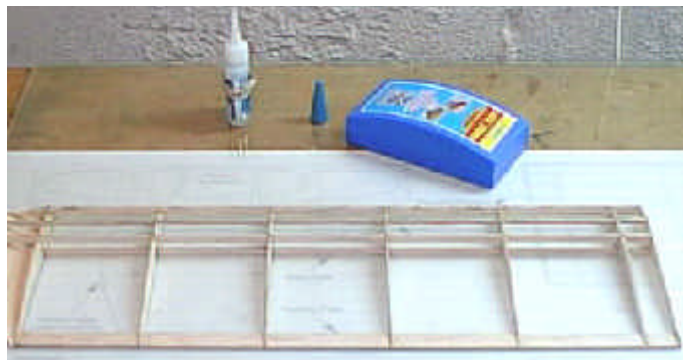
Since I had no practical experience in the slow fly/backyard fly type aircraft, I used the Bantam monoplane as a project to introduce me to, and educate me about, this types of aircraft and flying.

The kit contents, all 145g/5.1 ounces of it, come neatly packed in a couple of plastic bags. Full size plans are used to build the wing on the board, and once again Larry has provided an extremely well written instruction manual. The manual contains a lot of pointers and warnings. This time I managed to build a right and left wing panel. (Thanks for the reminder Larry!)

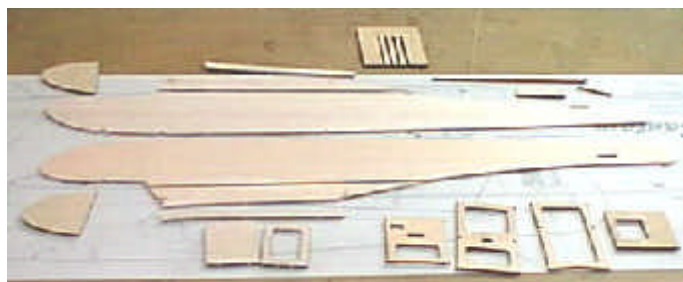
The only deviation I made during the building was to use the "build on glass" method, instead of the "pins into the building board" method. That should be obvious from the photos.

The construction was very easy, thanks to the plans, well-written instruction manual, clear construction photos, and my understanding of how Larry "puts stuff" together.

I used single-edged razor blades to relieve the little "tabs" on the parts left after the laser cutting. I cleaned up the lightly "burned" edges using the fine Midwest Permanent Sanding Block. (I purchased all three grits of these when doing the Cutie. They are very useful.) The parts diagram at the end of the construction booklet was useful in identifying the parts needed for each step of the construction.



Wing construction and sanding was completed in 125 minutes.



The fuselage parts were relieved, assembled and sanded in 90 minutes, while the tail feathers took just another 15 minutes to get them ready to cover.

Another 40 minutes was used to bend the landing gear wire and tail skid with needle-nosed pliers, reinforce the landing gear holes with CA and do some final sanding.

The whole construction of the airframe was finished in 270 minutes. Four and a half-hours to have a completely finished airframe, ready for covering, is fantastic. (I'm beginning to see why so many people are "into" these little planes!)



Larry recommends Ultracote Lite for covering and is able to supply this product. I'd never used this type of covering before, so I did have a few minor problems with it. Removing the backing material was more difficult than I had anticipated. With the backing removed, it is about the same thickness as heavy-duty Saran<sup>®</sup> wrap, and like Saran<sup>®</sup> wrap, it loves to fold over on itself! It seems to be more prone to static cling than other iron-on coverings that I have used. Once it has folded onto itself, it is difficult to convince it to unfold. It sounds like I don't like it. WRONG! After working with it for a while, I learned to remove the backing and to be very careful about not letting it fold over itself. The end result is a good looking, very light covering that is easy to apply and shrink. The end result is well worth the little extra effort put into working with this material. Larry has even included his volume of SR Techniques on covering. The information in this volume can be very helpful to those who've never covered with iron-on covering before, and even "pros" can learn neat little tips from it.

The wing took 60 minutes to cover. Before covering, the completed wing structure weighed 20g/0.71 ounces. After covering with Ultracote Lite, it weighed only 30g/1.1 ounces. That's only about 10g/0.35 ounces for a surface area of about 420 sq.in., or about 0.12 oz./sq.ft. for the covering!

Once the wing is covered, lay it on a flat surface and check to see that there are no warps, and that you've not inadvertently added washout to one tip and not the other. (Okay, don't ask how I know about this one!) Larry

recommends no washout for outdoor flying, and ¼" washout for indoor. If you want to keep it in tight, do close figure eights, I'd recommend the washout in the outdoor version as well.



The fuselage and tail feathers took 85 minutes to cover. The covering went easily, as I'd learned to be careful about the tendency of the film to roll over itself and stick.

The tail surfaces were hinged with Larry's special hinging tape. I used the larger diameter of the two supplied pieces of wire to set the gap in the tail surfaces, but, when I do it again, I'll use the smaller diameter wire as the tool to set the surface gap. The tires were glued onto the wheels. Unfortunately, when I affixed the wheels to the axles, the glue stuck the left wheel to the axle. When I tried to remove the wheel retainer, I ended up smashing it. I made another one for the inside of that leg, a real bother, and used the one that was on the inside as the "new" outside retainer. It would be nice if Larry included more of these retainers. He has the "extra" material already there. The extra ones could be used to fix a "mistake" or on new landing gear, should they become necessary. I'd also recommend making the axle part of the landing gear about 1/8" longer than shown on the plan. Both motor sticks were assembled and fitted. The landing gear was fitted to the fuselage along with the tailskid. I'd recommend that you be sure to "double" glue on the tailskid and then cover the part of the tailskid wire that is glued to the fuselage with some covering material. All this took about 135 minutes.

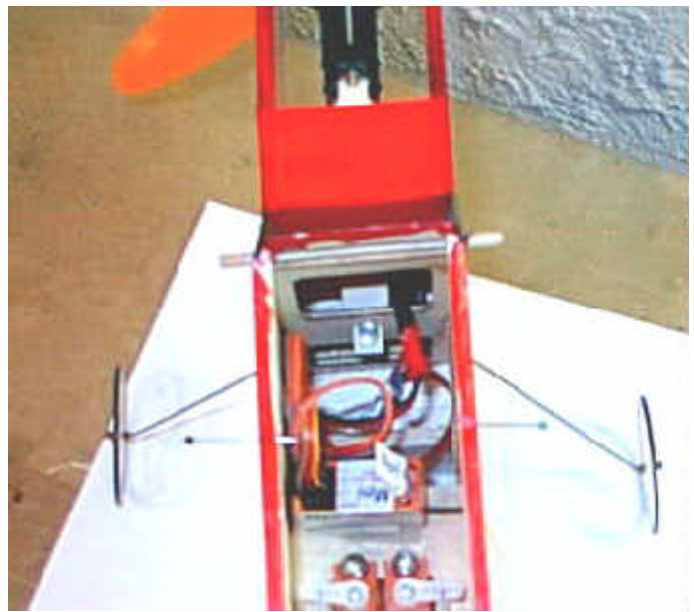
The motor was fitted to the motor stick and placed in the airframe. The windows and dowels were added. The battery stop was fabricated and glued in place and the servos mounted to the servo/receiver tray. I put a very small piece of Velcro® at the front of the battery pack and on the front of the battery floor. The battery is replaced through the bottom of the firewall, under the motor. This is very handy and gives a great escape route for the pack when the plane stops suddenly. I also chose

to use Velcro® to secure the receiver to the tray. All this took about 90 minutes.



Battery packs showing small Velcro square

Instead of using my fingers to set up the CG, I marked the CG on the wing saddle. Next, I poked a straight pin through each side of the fuselage at the marks on the wing saddle. I held the pins and adjusted the Rx/servo tray before gluing it into place for the proper CG.



The pushrods were fitted and radio installation was completed. I used scrap balsa and a clothespin to hold the surfaces while constructing the pushrods. The Dubro Micro E/Z Links supplied in the kit work very well, but they didn't show up well when dropped onto the concrete



floor of a basement. It would be nice if there were an “extra” package of these included in the kit. For a few more cents, it certainly would save a lot of aggravation! The receiver antenna was run out the fuselage side to the horizontal stab. The graphics were added to the wing, and everything was given a final going over to see that all screws were in place and everything tightened and ready to go. Finishing up took 95 minutes.



The total, ready to fly time, for this project was 745 minutes, or 12 hours and 25 minutes. That’s about as fast as I’ve ever built any plane, complete and ready to fly.

As I’d built the plane over a two-day period, the two SR Batteries 150 mAh packs had both been slow charged to prepare them for flight. Chris helped me range check, and everything was ready for the test flight.



### Flying

#### Session 1

The test flight was done in the evening. The field chosen was about the size of two baseball fields. The wind was not “ideal.” It was about 7 – 8 mph and gusting to 10+. That is really the top limit for this type of plane. The first flight was a bit “bumpy”, as the gusts bounced the plane around. There was nothing unusual about the flight or the plane’s flight characteristics. It leaped into the air from a simple hand flick. Plenty of power! It is probably the easiest plane I’ve ever hand-launched. It was flown close and tight and high and out.

The Focus 4 never missed a beat transmitting my desires to the MPI receiver. Four more flights were completed that evening. Each flight got better, as the wind decreased. While not an aerobatic model, it will loop and barrel roll when both are initiated from a dive. Flight times in the higher wind velocity were about 5 -6 minutes and when the wind slowed down the flight time increased to 7+ minutes.



#### Session 2

While not a perfect morning for a slow flier, I decided to give it another go. I drove to the local park, less than one minute away. I scanned the ball diamond backstops, soccer goals, fences, tall light poles and other obstructions, and decided to have a go at it. Even though the sun was in the wrong place in relationship to the wind and obstacles, three more flights were flown without incident. The third flight was at the very edge of flyability for this plane. The red aircraft frequency identifying flag on the transmitter antenna was standing straight out, and the whole flight was a “bumpy” ride. This was not unexpected, as the plane only weighs 8.3 ounces and has a wing loading of 5.69 oz./sq.ft.

#### Session 3

#### The Perfect Evening!

The perfect evening finally arrived, after the less than perfect morning. As I arrived back at the local park, there was no wind. I flew four long and enjoyable flights. The 150-mAh pack easily gets more than the six minutes advertised by SR Batteries in this windless environment. A few people wondered to the back of the park where I was flying and stopped to chat. One fellow, that lives right next to the park, said he’d seen lots of folks try to fly there, but no one had succeeded. I filled him in on why. It is still beyond me as to why people believe they can fly an R/C plane with no help or instruction. Oh well, I digress.

Because of the total lack of wind, I flew one flight as

if I was in the Oakland Yard, our local soccer/golf dome. Easy as pie. Close in figure eights, circles on the left tip, circles on the right tip, low and slow, and never going much over my head in height were all easy to do. Indoors or out, this is one relaxing, enjoyable plane. It is Fun with a capital F.



### The Bottom Line

Larry Sribnick has designed a slow flyer with good looks, great engineering and very nice flying characteristics. It is easy to build and enjoyable to fly lazily about the sky. It doesn't require a trip to the local R/C field, as any decent double soccer field size area will do, when safety of others is kept in mind, as well as the location of local R/C club fields. With SR Batteries ability to complete the package, it becomes an excellent value as well.

This plane could not be considered a trainer, as it is too light to allow flying at any given time. But, if a nice calm morning or evening came along, I would certainly consider letting a newcomer have a hand at flying it.

This is exactly the plane I dreamed of having in 1962 or 1963. I wanted to fly my Minnie Mambo in the park at the end of the street, but it was just too unpredictable. I could never remember how many turns I had left on the escapement rubber, so I always let it fly a long way before making a turn. There just wasn't room in the small park to do that. The park is still there, and with the Bantam, I could fly there, but they no longer mow the grass. It's a place of a bygone era. Still, I thank Larry for making one of my childhood dreams come true.

### Weights:

**Kit components:** 145g/5.1 oz.

**Wing before covering:** 20g/0.7 oz.      **after covering:** 30g/1.1 oz.

**Fuselage before covering:** 30g/1.1 oz.      **after covering:** 35g/1.2 oz.

**Tail feathers before covering:** 5g/0.18 oz.      **after**

**covering:** 10g/0.35 oz.

**Total airframe weight** w/motor stick, Rx/servo tray, LG and skid: 85g/3.0 oz.

**GWS/MPI Motor/gearbox/spinner/leads:** 30g/1.1 oz.

**9x4.7 Prop:** 5g/0.18 oz.

**Jeti 05 ESC** w/leads: 5g/0.18 oz.

**MPI 6800 micro receiver** w/crystal: 5g/0.18 oz.

**MX50HP Servo** w/arm: 10g/0.35 oz.

**150 mAh SR NiCad pack:** 65g/2.3oz.

**RTF (AUW) weight:** 235g/8.3 oz.

**Wing Loading:** 5.69 oz./sq.ft.

### Power System Info & Observations

**RPM:** measured at beginning of flight: 3,750 RPM

**Approx. Airspeed:**  $3.75 * 4.7 = 17.6$  mph

**Observations:** Airspeed at full throttle "probably" closer to 15 mph. Cells don't seem to "knee" at this low amp draw, but they seem to just run down in a linear fashion. I've had to land every flight before the BEC shuts down. It is just out of "power" to maintain flight. This is not "bad", but just an observation.

### Manufacturer's Data:

**Wing area:** 210 sq.in.

**Span:** 39 in.

### Other items used but not supplied in the kit:

**Motor:** GWS/MPI, Gear Ratio: 5.9:1, Prop: 9"x4.7"

**Battery Pack:** 7 cell, SR 150 Series

**ESC:** Jeti 05 Speed Control with JST connectors installed

(**Note:** the complete power system above can be purchased ready to go from SR Batteries – Also, the complete Airborne Radio system can be purchased from SR Batteries and includes: the MPI 6800 micro receiver w/crystal and two of MX50HP servos)

**Charger:** SR Batteries Smart Charger (no longer available)

**Dremel** with cutoff wheel

**Electric hand drill** w/1/16" bit

**Single-edged razor blades**

**Digital scale**

**Needle-nose pliers**

**Midwest Permanent Sanding Blocks**

**Covering Iron**

**Heat gun**

**Scissors**

**Thin CA**

**Thick CA**

**30 Minute Epoxy**



**Baking Soda**  
**Straight pins**

**Wire cutters**

**JST to Sermos Charge Jack adapter** (can be supplied by SR)

**2<sup>nd</sup> SR 150 mAh pack** (can be supplied by SR)

**Bag of assorted rubberbands**



Larry, you devil you!  
Let's see, the Minnie Mambo has about a 36" wing span, about 212 sq. in. of wing area, humm, I wonder? Could this be a future project for Ken?

### **Finding Small Things on the Floor**

From: Dr. Ralph Cook [The\\_Cookies@t-online.de](mailto:The_Cookies@t-online.de)

*(The Bantam review was posted online at the end of July. Ralph came up with this neat solution to a problem that I caused myself. KM)*

Dear Ken,

I just read the Bantam construction article. I have a suggestion for finding small things that have fallen on the floor. One takes a good flashlight, e.g. Mag-Lite, and focus it to a very narrow beam. Then hold it so the beam just grazes the floor, maybe 1-degree to 3-degrees. The ellipse of light should be at least 6 feet long. Very small things, i.e. SMD resistors, cast very long shadows, which can be easily seen, when lit in this way. You will be amazed at everything that you find. The only problem, which I have encountered with the method, is that things can sometimes take the craziest bounces and land in totally unexplainable places (e.g. cracks between boxes), but with a little patience even these can be found with this method. Things do NOT just disappear even though Murphy was here!

If you have halfway smooth walls and ceilings, this method is even good for finding the pesky mosquito in the nighttime bedroom. They sometimes hide in the curtains or similar places. Shake the curtains a little and with a bit of luck they will land on the ceiling. That is their end.

Greetings from upper Bavaria,  
Dr. Ralph Cook

### **Mid-Am Notes**

Thanks

From: Larry Clark [larryann@pocketmail.com](mailto:larryann@pocketmail.com)  
Ken,

Thanks for your hospitality at the fly in. We had a very good time.

Have never seen so many good flying electrics in one place at one time.

Thanks again,  
Larry & Ann Clark

From: Pete Foss [petefoss@yahoo.com](mailto:petefoss@yahoo.com)>

You missed a great Mid America meet this year if you weren't there. Thanks to Ken and Keith for putting on such a great meet. The weather was perfect for flying (and melting when I stood in the sun too long). Thanks also to all the companies who donated prizes. Carolynn and I took home products from Model Air -Tech, Garrison Aerodrome and Flying Models. Thank s all for your support.

Pete and Carolynn

### **A big thank you all around!**

From: Bob Aberle

Dear Ken,

We had a great time and want to come back. You guys sure know how to make a bunch of e-flyers enjoy a weekend.

I can't tell you how thrilled and honored I was to receive the Charlie Spears Memorial Award. I knew Charlie for years and that makes this all the more special for me. I can only thank you, Keith and your entire club for bestowing this honor on me.

I also was so pleased that Keith could be told of his upcoming induction to the AMA Hall of Fame. Both Dave and Joe did a great job in making this happen.

Again our sincere thanks for a job well done. Please pass that thanks on to everyone in your club. We hope to see you again next year!

Bob Aberle

### **OLY II kit now available from Sky Bench**

Date: 7/15/02 9:24:17 AM Eastern Daylight Time

From: Ray Hayes [skybench.aerotech@gte.net](mailto:skybench.aerotech@gte.net)

Hi Ken,

I'm trying to get the good word out that the OLY II kit is now in production by Sky Bench. Thanks.

Ray Hayes Web Site: <http://www.skybench.com>

## Up Coming Events

**Sept. 7 & 8** E-FLI-OWA, Seven Cities Sod Farm - Junction of I-80 and Iowa 130 - details and map at [www.rc-dymond.com/efliowa](http://www.rc-dymond.com/efliowa) - information: Jon McVay phone: 319-895-6527 or [Togflier@AOL.com](mailto:Togflier@AOL.com)

**Sept. 9** Ron Kirk Memorial Electric Fun Fly, presented by the Clarence Sailplane Society of Western New York - Held at the Erie Community College South Campus, contact: Lyn Perry (716) 655-0775 or e-mail [Lyn](mailto:Lyn)

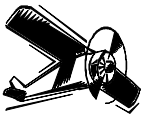
**Sept. 13, 14 & 15** NEAT Fair, Downsville, NY - NY Tom Hunt CD [www.neatfair.org](http://www.neatfair.org), or email for info [neatfair@optonline.net](mailto:neatfair@optonline.net)

**September 21** 15TH Annual SMALL STEPS - (flying also available on Sunday the 22nd), Dallas RC Club flying field at Seagoville, TX (limited to aircraft with .26 or smaller engines or equivalent power source) Come see the results of our summer project - concrete sidewalks, taxiways and pilot stands. Gene Hansrote-built model will be raffled. Dutch treat supper at Casa Cavazos, 5409 N. Jim Miller Rd. with dessert at Randy Randolph home.

We'd love to show you and your airplanes a good time.  
Mike Sandling, CD (972-227-2023 eve)  
(For complete details see [www.dallasrcclub.org](http://www.dallasrcclub.org))

**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)



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

### The Next Meeting

**Date: Sunday, September 15 Time: 10:00 A.M.**  
**Midwest R/C Flying Field, 5 Mi. Rd.**  
**Northville Twp., Mi – between Ridge & Naiper**