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

**The Next Meeting:**  
**Date: Thursday, September 4 Time: 7:30**  
**Dublin Community Center, Union Lake Rd. just N of the village of Union Lake, across from St. Pat's Church**

# Ampeer

**Seniorita Update**

from orville.shields@Central.Sun.COM

Ken,

I have been getting a ton of requests for info on different planes, I am flattered not bothered. If I don't get back right away it is only because I can only do this at my work desk, "before the work day begins". In order to answer the questions more quickly I wrote the attached on the Seniorita. If you can use it, great!

**Notes on the Seniorita**

This is my favorite plane (glow, gas, big or small).I would like to build a Senior the same way just to see if it works as well. This is about the fourth Seniorita, Senior that I have had. This plane can be used to fly an aerobatic pattern for about 6 minutes or gliding and such for up to 15 minutes. What a fun airplane!! I have another one in the box yet and every time I think about building it I have a different idea about how it should look. It is a very bashable kit, but try to remember not to change it's basic parameters or you could lose the great flying abilities.

I will describe all the changes I made to this one as best I can but remember I am just a hacker and I am sure there are better ways. The wing has about 2 inches total dihedral. I made the wingtips from a flat sheet that is shaped round like a Piper Cub and straight out from the end rib. The original tips are fine but they are built for more stability in a three channel wing. I also made the wing a bolt on. It is a tail dragger using a Goldberg plastic landing gear and 3.5 inch wheels. The fuselage has been pinched together at the rear like a real airplane. The rudder has been modified to go the bottom of the fuse like a Cub or Taylorcraft. The Elevator has been cut into 2 halves. The side windows are gone, only a windshield is used. The bottom has a hatch that will hold the 2 8-cell packs side by side. The higher in the fuselage the batteries are the better the roll capability.

The specs of the plane are: Motor Astro 25G, Prop MA Electric 11x9, Weight 96 oz, Battery 16x1700mAh, Speed Control Astro 210, Radio Futaba 4 ch FM (3)S148 servos 500 mAh Rx battery.

**The mods on the fuselage:**

I left out all the heavy stuff in the front of

**What's in this issue?**

**Seniorita Mods - .pdf tip/battery tip/all up/last down? - 10 Inch Props - Plane Ratings - High Resolution Tach (cont.) - Seniorita Power - Double Impact - Lehigh Valley Meet/TS power - Gulf States E-fly Info - Aveox responds to Bob Jacquot's letter - ElectroStreak Rating - Some "Tailless" News**

the fuse. The basic stick frame is sheeted with 1/16th back to the back of the cabin area. The fuse is the same size until the back of the wing where it begins to taper to a point at the rudder hinge line. Just put the fuse over the plan and shorten the cross pieces as needed. I tried to maintain the same downthrust as the plan shows and I used an Astro round mount bolted to the firewall. It also has a bit of right thrust. The landing gear is mounted so the axle is right on the leading edge of the wing.

#### The way the the wing was built:

I think barn door ailerons are nice. Build the wing main panels as the plan shows. Do what you want with the wingtips. I cut down the center 3 ribs so that I could sheet them to handle the wing bolts and heavier airplane. Now decide how big you want the ailerons. Mine are about 3 to 3.5 inches wide and 4 ribs bays long. With a razor saw cut the ribs straight (perpendicular to the bottom of the rib). Cut the trailing edge just inside the ribs that are not part of the aileron. You will now have to add the aileron ribs and reinforce them so the covering doesn't cause them to bend. I also reinforce the wing ribs at the trailing edge for the same reason. You will now have to glue a 3/16 to 1/4 inch balsa piece to make the hinge area to the back of the wing. In order to have the aileron fit properly the thickness of the the two balsa pieces must also be cut from the front of the aileron ribs. Make sure you cut the aileron ribs on about a 60 degree angle for clearance. The hinges are then put in at the very top of the surface. I use Sig easy hinges and put them in at about a 30 degrees down angle into both the wing and the aileron.

#### Flying

The most enjoyable time I have is in flying. I have been flying the Seniorita for about 3 years now and it still looks about the same. The wing sits just a little crooked and I am always going to fix it later. It still flies very well. I have noticed that with the lower amount of dihedral to make a nice scale looking turn I have to use a bit of rudder. As well I have to use the rudder when I am increasing power from a dead stick glide. I have flown with many different propellers and my particular favorite is not the size one would think to be the best. I have found that I like the most pitch in a propeller I can get. I like to prop an electric to about the maximum load or maybe even a bit more on the ground and then I try to stay below full power as much as possible during the flight. I then know that I am able to use the systems maximum power if needed. I have learned that with electric flight you must manage the power. At most flying fields watch how the guys with glow engines mostly fly around under full power for about 10-15 minutes and then land. Well we quiet guys know that at full power the best

electric can go for about five minutes. Also note that most glow fliers are excited when they have enough power to go out of sight vertically. Well we all know that unless we are talking about the F5B stuff vertical is "Hey, it can loop from level flight." I always say if you want extreme power get wet.

Now where does that leave electrics. Well I have taken about 3 years to learn how to fly the electric at all times at the power level required. It takes quite a time to get used to the fact that when I shut the throttle down it will absolutely come back up if needed. Many of the glow flyers leave the throttle open because the engine will die if the throttle is changed. I now only use full power when required; take offs, hammerheads, loops, Just by power management awareness the Seniorita flies for maybe 3 to 5 minutes longer doing the same basic maneuvers that the wet guys think are so important. Please don't misunderstand me I love all things that have wings and fly, no matter how they are powered; glow, electric, rubber, CO<sub>2</sub>, thermal. It is just that with the Seniorita I think electric is very compatible.

Quietly For Now,  
Orville

**Using the .pdf Version of the Ampeer, Battery Tips & Thoughts on All Up/Last Down Contests**  
from Martin Vargas - email at: Mavata@aol.com

Hello Mr. Myers,

MY NAME IS MARTIN VARGAS. I WROTE TO YOU SOME TIME AGO ABOUT TRYING TO PRINT "PDF" FILES FROM YOUR WEB SITE AND THE PROBLEMS I HAD. I HAVE DISCOVERED SOME THINGS THAT MAY BE USEFUL FOR ALL THAT USE YOUR WEB SITE.

1) I WAS USING ADOBE ACROBAT VER 2.1, THIS VERSION DOES NOT PRINT THE PICTURES, TABLES OR GRAPHS. ALL YOU GET ARE "BIG BLACK INK BLOCKS" WHERE THE PICTURE, TABLE OR GRAPH SHOULD HAVE BEEN. I TRIED IT WITH ALL KINDS OF PRINTERS, ALL WITH THE SAME RESULT. SO ONLY USE VERSION 3.0 (*I find this odd, since I use Acrobat Exchange 2.1 to publish and view my own work on and off line, but if you are having a problem like this, you might want to try version 3 of the Acrobat Reader. The paper version is also printed from the Acrobat version. By the way, do you realize the .pdf version is indexed? On the tool bar, click the second icon from the left. That will give you the index. km*)

2) IN YOUR Ampeer JUNE/97 MR. BERNARD CAWLEY SAID HE WAS VERY INTERESTED IN OBTAINING "N-1250SCR" NICADS FROM B&T R/C

SUPPLIES. PANASONIC HAS MADE 1200 N SIZE (THEY CALL IT "2/3 SUB C") FOR THE LAST 5 TO 6 YEARS. IT CAME OUT WHEN THE RED SCR CELLS CAME OUT. THESE CELLS ARE OF A SCR TYPE. (THEY DON'T CALL THEM THAT.) THEY CALL THEM "HIGH RATE DISCHARGE & RAPID CHARGE TYPES". THEY ARE AVAILABLE FROM DIGI-KEY CATALOG SALES (A BIG HARD-CORE-ELECTRONICS-MAIL-ORDER-CATALOG-OUTFIT). BY THE WAY I AM A POWER ELECTRONICS ENGINEER. I WORK WITH BATTERIES, MOSFETS & ETC. THERE PHONE IS 1-800-344-4539 MINIMUM ORDER IS \$25.00. THE CELLS COST 1-9 \$5.16, 10-29 \$4.65, 30 PC. PKG. \$136.29. THEY ARE OUT OF MINNESOTA. THEY TAKE CREDIT CARDS OF ALL TYPES. THEY DO NOT CHARGE FREIGHT IF YOU SEND A CHECK. ADDRESS IS 701 BROOKS AVE. SOUTH, P.O. BOX 677, THREE RIVER FALLS, MN, 56701-0677

I BOUGHT MY FIRST SEVEN CELL PACK FIVE YEARS AGO. I STILL USE IT IN MY ECLIPSE (AIRTRONICS). THESE BATTERIES ARE PLAIN-WRAPPED. THE PART # FOR THE BATTERY IS P232-ND ON PAGE 416 IN THE APRIL-JUNE CATALOG. THIS CATALOG IS FREE EVEN IF YOU DO NOT ORDER. GUYS WHO ARE USING 800 "A SIZE" OR THE 1000 2/3 SUB C SHOULD SWITCH TO THIS CELL. THE WEIGHT FOR EACH CELL IS 1.38 Oz.

3) FOR THE PEOPLE HAVING PROBLEMS DOWNLOADING YOUR ACROBAT 3.0 FROM THE WEB SITE YOU CAN GET ONE FREE. THE ONLY BAD THING IS ITS ON CD-ROM FORMAT ONLY!! ONE WAY YOU DO IT IS:

A) CALL MAXIM COMPONENTS (THEY SEMICONDUCTOR MFG.) AT 1-800-998-8800 ASK FOR THE LITERATURE DEPARTMENT.

B) TELL THEM YOU ARE INTERESTED IN OBTAINING "MAXIM DATA BOOK ON CD-ROM " THEY WILL ASK YOUR NAME, COMPANY NAME, PHONE, FAX, MAILING ADDRESS (THEY SHIP THE DISK REGULAR MAIL)

YOU HAVE GOT TO GIVE THEM A COMPANY NAME AND FAX NUMBER.

C) NOW YOU GO THE CD MAILED TO YOU. VIEW THE FILES ON WINDOWS CLICK ON "ACROREAD". THIS DISK IS MADE FOR FOUR OPERATING SYSTEMS EG. LINUX, MAC, UNIX & WINDOWS.

D) I ONLY KNOW WINDOWS, CLICK ON "WINDOWS" THEN CLICK ON "READER" THEN CLICK ON "16 BIT" FOR ALL WIN 3.X USERS OR "32

BIT " FOR WIN 95 USERS. THE REST IS THE SAME LIKE YOUR READER. IT WILL ONLY INSTALL ACROBAT 3.0 READER ONLY.

AND IT WORKS FINE WITH ALL YOUR "PDF" FILES OFF YOUR WEBSITE

E) I HOPE THIS PROCESS HELPS YOUR READERS .

4) THIS IS MY COMMENT ABOUT ELECTRIC CONTESTS OR FUN FLIES.

ON THE EVENT OF ALL UP/LAST DOWN. I HAVE BEEN DOING THIS HOBBY FOR 18 YEARS. I AM AN OLD FASHION KIND OF MODELER, I DON'T USE CA GLUE, MOSTLY WHITE GLUE. MY MODELS ARE PAINTED, (PLASTIC FILM CRACKS AND FADES BADLY AFTER 3 OR 4 YEARS ) I WORK WITH ALL KINDS OF NEW CONCEPTS EG VACUUM BAGGING, FOAM, CARDBOARD ETC.

I HAVE HAD 8 TO 10 CRASHES IN MY TIME, MY MODELS JUST START TO WEAR-OUT. I FLY EVERYTHING 1/3 SCALE SAILPLANES, 1/4 SCALE GAS, PATTERN, FREE FLIGHT RUBBER, RUDDER ONLY RC, AND ELECTRICS LARGE SCALE THROUGH SPEED 400, YOU NAME IT ..

THE ISSUE I HAVE CAME UP WHEN I WENT TO KRC 96. I THOUGHT ALL UP/LAST DOWN SHOULD BE DONE ON PILOT SKILL NOT ON HOW LOW CAN YOU THROTTLE YOUR PLANE TO GET MAXIMUM FLIGHT TIME OR WHAT KIND OF POWER SYSTEM YOU ENGINEERED TO GET THE DURATION. ON THAT DAY. AT KRC, THIS WAS MY FIRST TIME TO AN ELECTRIC FUN FLY, I GO MEET...I AM GOING TO SEE ELECTRICS AT THERE BEST, AND THEN I SEE ALL THESE SAILPLANES. I GO "WHAT'S THIS A THERMAL CONTEST?"....THIS EVENT SHOULD BE RADICALLY CHANGED, MUST HAVE CONTINUOUS MOTOR RUN, NOT WHO HAS THE BEST SAILPLANE OR WHO KNOWS HOW TO THERMAL. I HOPE THIS CHANGES IN THE FUTURE. I ALSO SPOKE WITH MR. BOB KOPSKI, HE AGREED ALSO.

6) FINALLY I AM MAKING A SPEED 400 CONTROLLER FOR THE USE WITH 4 OR MORE CELLS WITH A BEC. IT WILL A HAVE A SWITCHING POWER SUPPLY THAT WILL STEP UP THE VOLTAGE TO 5V WHEN THE MOTOR BATTERY IS LOWER THAN 5V TO A MINIMUM OF 3.3V AND YET STEP DOWN THE VOLTAGE WHEN THE VOLTAGE IS HIGHER, DUE TO FRESHLY CHARGED PACK OR LARGER AMOUNT OF CELLS, IT WILL BE FULLY ISOLATED SOURCE TO THE RADIO. IT WILL HAVE MOTOR CUT OFF WITH

ALSO A BRAKE AND IT WILL BE CHEAP. IT WILL BE SOLDER ON TO THE BACK OF THE MOTOR TYPE. THIS CONTROLLER WILL PERMIT YOU TO USE 800SCR "A" FOR SPEED 400 PYLON THE WEIGHT FOUR "A SIZE CELLS" COMPARED TO SIX OR SEVEN CELLS OF "500SCR 3/5 A SIZE CELLS" WILL BE ABOUT THE SAME. THE CONTROLLER WILL BE AVAILABLE LATE SUMMER AVAILABLE IN TIME FOR KRC.....

I GREATLY APPRECIATE YOU PUTTING UP THIS SITE. IT TAKES HOURS TO GO THROUGH EVERYTHING ON YOUR SITE. YOUR AMPEER NEWSLETTER IS TOP NOTCH .THE INFORMATION IS PRICELESS .THE FORMAT IS WELL THOUGHT-OUT. I HOPE THE INFO I GAVE YOU WILL HELP YOU. HAVE A GOOD DAY..

THANK YOU,  
MARTIN VARGAS

### On Using 10 Inch Props

from Richard Boulanger e-mail at: cnrbull@psln.com

Why does it seem like everyone ignores the 10" prop for use with a reducer? (*See the info on my TigerShark in the August issue of the Ampeer. km*) I am running a Master Airscrew 05 with 2.5 to 1 box and a M.A. 10x8 nylon prop. I originally picked the prop because it was not too large for my Modified CG Mirage 550. I got a shareware timed copy of motocalc and it confirmed that a 10x8 was the best prop for the motor/gear drive I was using. Why is a 11x7 always recommended over the 10x8? (*It isn't. When a 3:1 ratio is used on a glider type, or when more thrust is needed on a slow flying sport plane, then some will recommend the 11x7. The folks at Model Electronics Corp. extract a great deal of power on sport planes from using a 13" prop, but for the size of the planes they are using these on, landing gear must be left off. km*) Also, I see people always recommending the 3.0 to 1 Box.

My Mirage is 46 oz. using the Futaba Attack E system and 3 133's on BEC. Has anybody done any comparisons between static and flight times? The Mirage seems to be extremely popular. I picked the original after seeing 2 in the same issue of MAN in the readers pics! I have read about dozens of them (Mirages) and they always pop up in the beginning electric article of electric homepages.

My mirage can lift off in under 30 feet and runs for 4 minutes 14 seconds static with 7 1400 ma cells at 24+ ounces thrust (*This indicates an average of about 20 amps - not a bad area to fly in if you are happy with the performance, and sounds like you are. km*) By the way the turbo 550 (Mabuchi 540 SH I believe) seems to be neutrally timed and really benefits from a 2.5 to 1 box, it's



**Specs for Richard's Mirage**  
**Mirage 550 - Span: 52" - Chord: 9.5" -**  
**Area: 494 ailerons added some area**  
**Weight: 46 oz**  
**Motor: Master Airscrew 05 geared 2.5:1**  
**Prop: M.A. nylon 10 x 8**

really close in performance to the M.A. motor, even with the stator ring left on. At \$11.99 for the M.A. gear box in tower hobbies it should be recommended for all Mirage 550 builders as a modification. You have to raise the motor bearers about a quarter inch, and rebend the landing gear for an additional inch of height. Then rubber band the motor to the bottom of the bearers. I also built mine with 1-1/2" ailerons, but you should use 1-1/4" instead. 1" ailerons don't seem to be large enough on the Mirage from what I have read, and mine are too sensitive. I must not have been careful enough when I built my ailerons as the wing weighs 10.5 oz. about 3 oz more than it should. Go with built up ailerons and be careful how you redesign the center wing section. I did not change the dihedral.

I sent a letter to Goldberg and suggested they update the Mirage and they never responded. Guess they are resting on



Richard's Lazy Bee

their laurels instead of looking to the future! Richard Boulanger <cnrbull@psln.com >

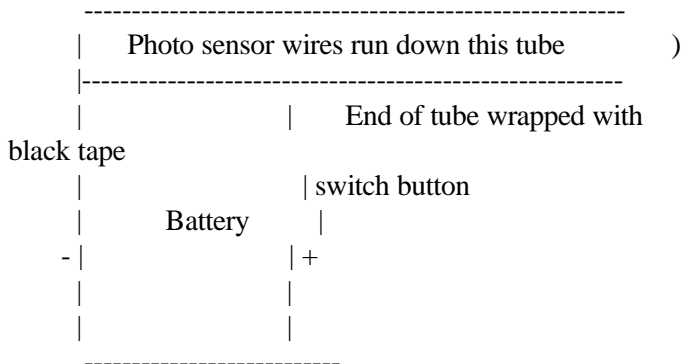
It

sounds like you have found a setup that works well. Great! I've also found that SIG is unresponsive to suggestions. Are there just too few of us to count with them? I know SIG has said the market share is too small. Guess they've not seen the pictures from KRC and the numbers there, nor have they seen the number of e-sites on the WEB, or the over 500 e-mail address in my e-flight address book! km





Physical side view:



Be careful to observe the correct polarity for the photo-transistor. As shown in the diagram all components are connected in series. I used no circuit board. The transistor was glued inside the end of a 6" piece of plastic tube to serve as the probe wand.

The tip of the transistor is even with the end of the tube. I wrapped the end of the tube with black tape to prevent light from leaking through the side of the tube, this helps improve sensitivity. The rear of the plastic tube is taped to the battery. The switch is then taped in place so that it rests in between the battery and the tube. The switch button will point forward, so your thumb can rest on the front end of the cell and depress the switch. Use heat shrink as a final wrapping for the probe. It is your choice what to use for the meter lead. Be careful not to short out the battery.

Good luck - Tom



**Powering a Seniorita: Another View**

from Steve Horney --- e-mail at: srhorney@itt.com

Thanks again for the recent Ampeer (again, I like the HTML format). I appreciate the work you've been doing on this publication.

I did want to make a comment on something in the recent Ampeer, though. In a letter from Matt Dyer in Maine he commented that he wants to build a Seniorita and wondered if he needed a 25 (apparently he has a geared 15), to which you responded "yep". I haven't owned or flown a Seniorita, but I understand they fly pretty well with a geared 15. But whether it flies well on the standard geared 15 or not, I was thinking that mating up his 15 with one of the new Astro superboxes would be cheaper and give him more torque than a geared 25, as well as being lighter (sounds like it would be a great choice for a slower, draggy plane like the Seniorita). Might be something for him to try if he doesn't want to invest in a new motor.

*(Interesting idea here, Steve. If probably will work. km)*

**Double Impact: Glow & E-power**

by Dale Wilde --- e-mail at: dwilde@compuserve.com

First off the wet design is a Dick Sarpolus original, the "Double Impact" published in Flying Models, 8/95. The span is 76" and wing area 1000 sq.in. The wet version weight is 8.5 lbs. and the electric 9.0 lbs. The electric's wing loading is 20.75 oz./sq.ft.

Wet version used two ST 40's, while the electric used two Astro 15G running in series on 24 1400SCR cells. Props are Master Airscrew 11-9 electric. (Bench data showed 7300 rpm at 27 A, or 720 W input for two)

**These are the weights of things for the electric:**

Framed up and covered aircraft	51 oz.
Motors	17 oz.
Battery	48 oz.
Receiver battery	03 oz.
Servos	06 oz.
Speed control and receiver	3.5 oz.
props, spinners wheels, etc.	15.5 oz.
<b>Total</b>	<b>144 oz.</b>

The electric version flies well, nothing marginal about the power, even at 7000 ft. altitude. When I build another, I believe I will have the design of the fuselage and nacelles the same as the wet

version. I have thought of splitting up the battery pack so that six cells are in each nacelle and 12 in the fuselage, this will permit that design and will also have the advantage of spreading the battery weight around.

### **The Lehigh Valley Meet & Using the TigerShark Power System**

by Dereck Woodward - email at: weekendpilot@juno.com

Hi Ken,

I just back off of vacation - we started with the LeHigh Valley "Do" and you better put this one on the calendar for '98 if you like flying. The site is what we'd all like - pretty much flat grass, well manicured and no trees or other stuff to move over and snatch your model from the sky. As Mike Stewart is off on vacation, I can embarrass him in peace by saying that the organization is first class throughout. Mike really deserves a large medal for having a microphone with him all weekend and hardly ever using it!

The best part of the meeting was that the five flight stations were seldom free. Competitions were minimal - an AULD conducted over Saturday lunch, "most loops" on Saturday, "most rolls" on Sunday and a "Minute Climb AULD" on Sunday. Apart from those diversions, the flight time belonged to the fliers. If anyone wants a popular format for a fun fly event, this is it.

For the RV'ers, there is room on the site few a few big motorhomes, also there are several regular campgrounds in the area. Sue and I stayed at "Quakerwoods" just outside of Quakertown and about thirty minutes drive away. This also had the advantage of a large grassed farm field on the campground - just big enough for a little post dinner Lazy Bee flying...

Hopefully, there'll be some photos from the LVRCS Meet around soon. Models were many and various, as usual there were few kit models or duplicated types, and the site can stand models as big or fast as you can. There were around 80 fliers over the two days, many really logging the air time.

### **Definitely one for next year's calendar!**

\* \* \* \* \*

On a different tack - been logging the airtime with my new toy. This uses your TigerShark's power plant - AF05G feeding off ten 1700's - and goes like a homesick angel. Basically, it is an ugly box with a slab wing on the top! The wing was pretty much the one I put atop my Skyvolt when I decided that I didn't like the kit wing. When the Skyvolt got totalled at KRC in a midair with someone who didn't understand a right hand circuit, I replaced the rest around my wing.

Vitals are 48" span, 400 square inches, 56 ounces (a diet comes next!) for 20 ounces per square foot. About all it won't do is knife edge, a problem with high wingers - time

to put the wing on the bottom. At last I have an electric model I can take off and roll inverted for climb out - just like being back at the oil field. It will snap roll but is reluctant to spin.

Right now, it hasn't even got a name and makes your TigerShark look pretty, (*gosh, isn't it? km*) but it is the kind of model I feel real happy flying. Next on the modification sheet are decently shaped and curved wingtips instead of flat ends, and a decent sized rudder. Another UC is needed - the Klett plastic gear works well but she needs more ground clearance for grass field ops. Time to learn how to make composite custom gear.

I've been playing with props on her and find that that 10 x 8 Zinger wood with wide blades works well, as does the Master Airscrew 10 x 7 "S" series nylon type. Prop revs on a fresh ten cell pack is up around 9,200 RPM. As these props cost about half what a Master Airscrew wood/electric does, this is music to my ears! Next I intend to measure the amps this lot is pulling - am I getting scientific or what? Yours in modelling,

Dereck Woodward

*I really like this system with the Rev-up 10x6 and 10x7. The Rev-up 10x6 provides over 6 minutes of full out aerobatics and over 10 minutes of "power conservation" flying with aerobatics thrown in, all on 1700SCRC's. I can't wait to put some RC2000's in her! km*

### **Ozone R/C Club Gulf States Electric Fly-In Come Fly with US - October 17, 18, 19**

Come early and join the fun on Friday afternoon. One of the most enjoyable days of the Gulf State's each year is the Friday prior to the two day event. That afternoon our club members are at the field cutting grass and setting up everything. Many of the contestants show up to practice and get acquainted. This year we included the Friday activity in our sanction. It is a relaxed day of flying and model airplane talk. We will finish the day with a caravan to a great seafood restaurant.

### **This Year's Activities**

Bring everything that you have. We want to see it all. Our new field even has a pond for float planes, so if you have one of those, come show it off. We have lots of events planned but fun flying is the order of the day. As in the past, we will be flying Class A and Class B Sailplane (limited motor run). We have had many request to include an event for Class B Old Timers so this year we are replacing Class A with Class B Old Timer. The class al-lows up to thirty cells so you can still fly your seven cell airplanes. In fact, we are allowing a one minute motor run if you only use seven cells and a forty-five second motor run if you use

more than seven cells. This year we are scheduling the new Half A Sailplane (Speed 400) event. The motor maximum is limited to the Speed-400 or RS-380 types, direct or geared (must have 2.3mm shaft and non-replaceable brushes)... maximum 7 cells. Ninety seconds will be allowed for the motor run and the task will be eight minute precision duration flights and spot landings. We also have two All-Up-Last-Down events. One will be for Half A Sailplanes and the other will be Anything Goes. We have awards for the Best Scale airplanes. Models will be judged so bring some documentation if you have it. On Sunday we will be judging the most impressive aircraft and we have a special award for the person who travels the farthest. Please plan to have dinner with us on Saturday evening. Our Cajun Cook-out is free to all participants, their families and helpers.

#### **New Flying Field**

For eight years we have enjoyed flying at the Louisiana Polo Field in Folsom, Louisiana. Recently we were informed that the property was being sold for development into home sites. Fortunately we have found another field, comparable to the Polo Field. The new site is known as the Covington Model Airport. The Ozone R/C Club is leasing the field from the City of Covington.

The grounds are unobstructed, high and dry and easy to get to. We need to do a little work on the grass, but it should be in good shape for the event. The facility even includes a thirty-five foot by three hundred foot pond that looks perfect for float planes. To locate the new field travel north of Covington on Highway 25. One and seven tenths miles past the intersection of Highway 190 you will find M.L. Planche Road. Turn left and follow the road eight tenths of a mile to the gates of our new field.

#### **Southern Electric Championship**

Presented to the High Point contestant of this event and the Deaf Electric Fly-In, this is one of the most prestigious awards in electric competition. AMA Rule Book events and All-Up-Last-Down (Everything goes) are included in the scoring. (Half-A Sailplane LMR and Half-A Sailplane All-Up-Last-Down are not included.)

#### **Saturday's Schedule**

##### **Fun Flying** all day

**Class A Sailplane LMR** (Event 610) Awards to 3rd Place

**Half-A Sailplane LMR** (Speed 400 type) Awards to 3rd Place **Scale** Demonstration Flights

**All-Up-Last-Down** (Half-A Sailplane) Contestants may have to qualify for frequencies.

**Cajun Cookout** Free to Entrants their Families and Helpers

#### **NEAC Electric Achievement Award**

The National Electric Aircraft Council, our special interest group that represents us to AMA, is sponsoring a

special award at this year's event. "What we are looking for is an exceptional modeler with an exceptional model." "This could very easily go to a very young or new-to-the-hobby person; someone who has made great strides in a short time, or someone whose long-term contributions have been especially supportive of electric flight, said Doug Ward," NEAC President. The decision will be made by NEAC representatives at the meet.

#### **Sunday's Schedule**

##### **Fun Flying** all day

**Class B Sailplane LMR** (Event 612) Awards to 3rd Place

**Class B Old Timer LMR** (Event 620) Extended motor run for 7 cell entrants Awards to 3rd Place

**Scale** Awards to 3rd Place

**All-Up-Last-Down** (Anything goes) Contestants may have to qualify for frequencies.

#### **Contest Directors for more info on lodging & map:**

*Paul Perret*, 1780 Prytania Street New Orleans, LA 70130  
(504) 524-3442 PaulCPerret@worldnet.att.net

or

*Ben Mathews*, 101 Mulberry Drive Metairie, LA 70005  
(504) 833-5589 Benmat@worldnet.att.net

Registration Fee: \$25 or

Preregistration: \$20 Mail Preregistration to Ben Mathews

#### **A Response from Aveox to the Letter from Bob Jacquot via April Watts Current and its editor, Doug Ward, reprinted in the July 1997 Ampeer**

*I received the following information from Matt Orme near the end of June, but because of having the July Special Edition and August issues already printed, I could not get it to you sooner. Those of you on the WWW should be aware of this information by now.*

*In reprinting the letter from Watts current, please note my notes about AVEOX being a top notch supplier! I tried to guess what might have happened, but here is a more likely possibility from Matt:*

from: Matthew Orme @ Aveox Inc.

mailto:morme@aveox.com

http://www.aveox.com

(818) 597-8915

31324 Via Colinas,

#104 Westlake Village, Ca 91362

Fax:(818) 597-0617

Our arrangement with robbe, as our exclusive European Distributor, at the time this occurred (*he was referring to no response to Bob's request for information km*), was that we



would sell no Aveox products into Europe, and direct all European inquires to them for follow up. Any European faxes, e-mail, or letters were immediately forwarded to robbe for a response. We had no way to follow up with robbe regarding the customers, as our agreement precluded it.

My guess is that Mr. Jacquot was not happy with the European price schedule, but we were precluded from servicing any European customers at that time. That situation has now changed somewhat, as robbe still has the exclusive for the Germanic countries, but we can sell into them and credit robbe with the sale.

The situation would be analogous to you calling Mercedes in Germany and discussing retail car sales to the USA from Germany. They would of course tell you to call your local Mercedes dealership.

*Thanks Matt for clearing it up! I really appreciate you taking the time to do so, which I knew you'd do! The following two items in parenthesis are taken from the July Ampeer, as a reminder as to what I said when I decided to print Bob's letter IN PRAISE OF MAXCIM.*

\*\*\*\*\*

*(I am sure they do (need the business). I'm not sure what happened, and why they (AVEOX) didn't respond. I've found them to be extremely responsive to modeler's needs and requests. They also have a virtual motor tester on their site where you can try out their motors with various cell counts, props and gear ratios. km)*

*(Thanks Bob and Doug. I want it clearly understood that this letter was published IN PRAISE of Mr. Cimato. As I said earlier in my note, I have always found Brand-X (AVEOX) extremely responsive to modellers. It is my personal belief that this was an isolated case, so please be sure to contact all of the folks you wish to get info from, at least a couple of times. If you use e-mail and the system drops a packet somewhere, well, your message is gone. But, in praise of Mr. Cimato - Way to go Tom! :- ) km)*

\*\*\*\*\*

*Finally, we are truly blessed to have THREE excellent power systems MADE in AMERICA and four excellent individuals backing them up. They are responsive to our needs and wish to support their products to the fullest. My thanks go out to Dave & Matt, Bob and Tom. I appreciate your hard work and effort, and wish all of you continued successes. Be sure to check out all the information you need from these folks to make your next project "the best one ever." Buy and fly American. By the way, does anyone know of three excellent American made internal combustion engines?!? km*

## Great Planes ElectroStreak Rating

Grant Calkins

Email: CasinoOp@aol.com

Rating \*\*

It was difficult to build because of the very small fuselage and unstable when flown. It is fast, so it crashes quickly! The only reason I didn't give it a single \* is that it looked good when finished.

## Some Tailless News

from Carlo Ciarniello — C.Ciarniello@mbltd.com  
(note: This was CC to me, and address to Filippo km)

Filippo

Anche io volare con motore electrice in aero senza alle in dietro.

For the benefit of Ken M. and my poor Italian writing skills I will continue this e-mail in English.

I have designed and built many tailless aircraft over the past years (Gas and Electric). Most notably an 035 cobalt powered flying wing with interchangeable wings. I only have rough plans for this plane. Ken if you could post the plans on your internet site I will be happy to draw up and provide the plans in a computer format. ( Yes, please do! km)

Recently I had contacted the editor of MAAC (Model Aeronautics Association of Canada) magazine and discussed the contribution of a construction article for an electric powered airplane. The editor was enthusiastic for any article that I could provide. I have designed a flying wing with an Astro Cobalt 15 geared running on 12 1700 SCR Sanyos for the construction article. I have completed the framing of the aircraft and preliminary plans.

I will complete the plane and flying tests followed by computer drawn plans and construction article. I expect to be complete around the end of July 1997. The reason for this plane was to design a simple to build Sunday sport flyer with plenty of performance.

## Plane Specifications:

48 inch wingspan, low wing.

11 inch average chord

20 oz weight without motor, battery or radio

60 oz all-up weight.

16 inches from rudder hinge line to the CG (good for aerobatics)

Room for up to 18 cells (dynamite with an Astro 25 geared).

Easy battery change through hatch on top of plane.

4 channel

I will be selling plans for this plane when they are complete.

Ciao, Carlo Ciarniello

### Upcoming Events:

**September 20 & 21** Queen City Airport, Allentown, PA: KRC - setup on the 19th. For more info e-mail Anthony Assetto at 102723.2566@compuserve.com

**October 4 & 5** 11th Annual DEAF Fly-In, Dallas R/C Club Field in Seagoville Greg Judy (817) 468-0962 email 75267.224@compuserve.com

**October 17, 18 & 19 Gulf States Electric Fly-In** hosted by the Ozone R/C Club for more info:

*Paul Perret* 1780 Prytania Street New Orleans, LA 70130 (504) 524-3442 PaulCPerret@worldnet.att.net

*Ben Mathews* 101 Mulberry Drive Metairie, LA 70005 (504) 833-5589 Benmat@worldnet.att.net

#### **Sprite-20 Micro Speed Controller**

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

Ken,

The Sprite-20 is a 20 amp continuous, micro processor based electronic speed controller with BEC and brake for six to eight (or ten with micro servos) cells. It weighs less than 1/2 ounce (WITH wires), and measures only .9" x .6", and retails for \$54.95 ... Kirk Massey (New Creations), Azarr (Speed 400 Specialties), and Sal DeFrancesco (National Sailplane Products) will all be carrying it. Kirk and Sal have seen beta version, and

are quite impressed. You might have heard about it from one of my beta testers, Alex Mishkovsky, Richard Sutherland, Michael Daniell, John Bell, or one of the many others.

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

#### **Also in the works:**

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

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

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



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

**Next Meeting: Thursday, September 4, 1997,  
Time: 7:30 Dublin Community Center,  
Union Lake Rd. just N of the village of Union Lake,  
across from St. Pat's Church**