

Ampeer

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President: Ken Myers 1911 Bradshaw Ct. Walled Lake, MI 48390 phone: (248) 669-8124	Vice-President: Richard Utkan 240 Cabinet Milford, MI 48381 phone: (248) 685-1705	Secretary/Treasurer: Debbie McNeely 4733 Crows Nest Ct. Brighton, MI 48116 phone: (810) 220-2297
Board of Directors: Jim McNeely 4733 Crows Nest Ct. Brighton, MI 48116 phone: (810) 220-2297	Board of Directors: Jeff Hauser 18200 Rosetta Eastpointe, MI 48021 phone: (810) 772-2499	Ampeer Editor: Ken Myers 1911 Bradshaw Ct. Walled Lake, MI 48390 phone: (248) 669-8124
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What's In This Issue:

Competition Thoughts – NC Meets in '99 – TK Update – More on Mid-Am '98 – Kyosho Clipped Wing ARF rating – Ju-52 update – ModelSport Magazine – upcoming Devil. Mt. E-fly – Calculating C of G – Word from the Azores – upcoming events

More Thoughts on Competition

From: Colin McKinley
4003 Poindexter Ave.
Winston-Salem NC 27106

I want to support Bob Aberle's proposal in the July issue of the Ampeer. We need a level playing field to have electric flying continue to grow.

When Keith Shaw and I used to compete in the SAM events at Milan, the group gave us on minute of extra motor run to compensate for our extra weight and then subtracted the minute from our total score. I believe Keith got a second one day and I came in 3rd or 4th.

Since we are looking at gliding events, I would hope the concept of subtracting the extra motor time for ferrite motors would be part of the Aberle proposal.

There are so many electric motors with such a wide power range, could we have a formula to try and equalize power used. It could be something in the area of watt minutes – ie. 300 watt brushless for 30 seconds versus a 100 watt ferrite for 90 seconds. The ferrite models still would have 60 seconds subtracted at the end of the flight.

Maybe Bob Kress has a program that could work on something like this. We still need to keep tow classes – 7-cell and anything goes.

North Carolina Meets

Also from Colin

Two Winston-Salem clubs, the Winston-Salem Radio Control Club (WSRC) and the Riverside Aeromodelers (RAMS) are planning on an electric weekend for May 1 and 2, 1999. Sanction will be applied for as soon as possible.

The WSRC will host the May 1 contest because their field has better access to motels.

The RAMS will host the May 2nd contest.

Both contest sites are close to highways 40 and 77. Primitive camping is permitted (and encouraged) at bot fields. The RAMS field is close to an excellent southern restaurant.

For more information contact: Dr. Colin McKinley (336) 924-5890 or Dr. John Mountjoy (336) 772-7609

More on TigerKitten From Last Month

From: John Williams – email: qyetfli@vianet.on.ca

Dear Ken,

Thanks for including my Tiger Kitten in Aug. Ampeer. Unfortunately you have my winter email. I have it turned off while I'm up here as it is the \$40 per mo. fiber optic connection. Two other things about the *Kitten*:

1. The insignias are obviously the wrong size and Greg Judy (vgg1@flash.net) is going to make properly sized graphics so that I can replace the ones that are too small.
2. Goldberg matching paint to Ultracote was not out yet as you can see from the mismatched paint on the cowling. Incidentally, the cowling and wheel pants are both fibreglass, Unfortunately I bought them so long ago, when Bob Benjamin first published the plans, I forget where I got them. It was an advertising vendor though.

If you want to put out my summer email address I'll answer any questions.

Regards, John

More On the Mid-Am '98

In this section I've included comments from the pilots and some more pictures. I could really use to photos, as all I have are digital images, and several magazines have asked for photos. Of course you'll be credited for any photos they use. Thanks, Ken.



One of Pat Mattes' Now Infamous Blue Foamies!

From: Garrison Aerodrome R/C Model Enterprises
 Phone: (219) 486-2889 Fax: (219) 486-9761
 E-Mail: garrison@rc-aero.com
 WWW: <http://www.rc-aero.com>

Hi, Ken:

Thanks again for putting on a great show for Mid - Am '98. I had a ball. I intend on doing more flying and less selling next year.

Regards, Darwin



Les Garber's beautiful Bleriot floating through the daily blue sky.

From: tnjyoung@ismi.net (Jim & Tina Young)

Hi Ken,

Just wanted to drop you a line and say that once again you and your staff put on a great "E"vent! (- : Who was ever in charge of the weather this year, get them back for next year (add another 0 to their salary if you have to : -).

See ya! - Jim Young



Several of the "famous" pilots in attendance.

From: dmaiorana@voyager.net (George Maiorana)

Hi Ken,

Flew Saturday at your event. Wanted you to know

that I had a great time! First electric event that I have attended. Thanking you, Keith and all of your workers for a very nice time.

Jack Lemon got me into electrics a year ago. Flew a Hangar 9 Cub with MaxCim NEO 13Y, 3.3 gearing, 9 lbs. 4 oz., Zinger 14-8 and 20 2000 mAh Sanyo's. Also, flew a scratch built Extra 300S (from Great Planes Extra 300S kit plans) with MaxCim NEO 13Y, 3.75 gearing, 7 lbs. 5 oz., Master Airscrew 14-10, and 20 2000 mAh Sanyo's. My original GP 300s (7 lbs 12 oz from the kit) died on the fourth flight a month ago. Both of these aircraft are four stars in my book. Thanks again, George Maiorana



Jack Sowle heads out for another great flight.

Here's the info on Jack's plane: (created from information posted to the eflight list)

With 9 flights on the Goldberg Sukhoi with the Large MaxCim direct drive motor and the plane has become his favorite flyer. This plane goes exactly where he points it. It has an awesome roll rate, does perfect stall turns, and everything else you could ask of a plane. The big MaxCim motor puts out great power swinging an 18 x 8-14 Zinger prop on 30 cells. His initial impression of the plane was that it seemed slow in flight. In actuality, after flying with two glow powered Sukhois, it flies about the same speed as a glow powered version, when he opens the throttle all the way. It has very good vertical performance. He can take off and point the nose straight up and it will go about 300-350 feet up into a perfect stall turn. With 2000 mAh nicads, he gets about 6 1/2 minutes of flying with enough reserve for a go-around or two and taxi in.

Anyone interested in building and flying the larger planes should give Tom Cimato, of MaxCim motors, a call and get on the waiting list.

Another plus is no noise, literally. No gear whine or

anything. At full throttle you can hear the prop noise if it is really quiet out. This motor has a replaceable 3/8" prop shaft so if you dork it, it shouldn't do any real damage to the motor.

He thinks that those of you that saw it fly at the Mid-America Electric Flies will agree that it performed well, and he was using 1700 mAh Gordy cells then. The step up to 2000 cells gave a slight power increase, but added a lot of flight time and the 2000 cells don't get as hot as the 1700's do. He hasn't checked the rpm and amp draw with the 2000 cells, but it pulled 45 amps static at 5400 rpm with the 1700 mAh cells. Most of his flying is at 1/2 throttle with full throttle only for verticals.

He loves it and hopes that he can keep it intact until KRC. He thinks a little prop playing will improve the performance and duration to the 7-8 minute range with good performance.

The plane weight is 13 pounds, give or take a couple of ounces. That seems heavy when you pick it up, but calculates out to 26.7 ounces per square foot. It flies like it is much lighter, but the sink rate when you slow it way down for a landing is substantial. The best way to land it is to bring it down with a fairly steep approach with good speed, then let it bleed off the speed a couple of inches off the ground. The large cowl and high drag slows the plane down quite rapidly and it is easy to land.



A look at the business end of Jack's plane. The round thing behind the spinner is the motor.

From: CasinoOp (Grant Calkins)

Ken,

Janna and I just want to thank you for all your efforts in putting on a terrific event last weekend in Michigan. It's the first all-electric event I've attended, and I just loved it - and the weather you ordered didn't hurt either! I know these things take lots of work, and

many of the people's efforts go unnoticed, but we sure appreciated everything you, Keith and the rest did.

Next year I hope to convince two of my fellow California electric friends to go also - one has electric Condors and Teradactles (birds, spelling?) that are just amazing to see, and the other has a smaller version of Keith's Crimson Wing (scale B35 with 4 small electrics). It was the major construction article in May '96 Model Airplane News (I think), and flies well.

Suggestion for next year: As nice as the grass is for our planes, a less-friction runway for takeoffs only is needed by some. An easy way to get one without major expense is to use a roll of nylon (or polypropylene?) awning cloth to place over a small part of the grass take-off area. Size about 100' x 20'. Stretch it tight and hold it down with large nails into the turf. Roll it up again when finished. Works great.

Thanks again, Grant and Janna Calkins



Some of Jim Ryan's and Martin Irvine's fleet.

From: plennyb@comic.net (Plenny Bates)

Ken,

We had a great time. Liked the fact that you permitted flying before the official event. By doing so the limitation on the number of flyers at one time during the official hours caused no hardship.

Thanks again, Plenny Bates

From: mirvine@limestone.kosone.com (Martin Irvine)

I would like to add my congratulations to Ken and Keith for a well run fun fly. The field and the weather were superb. If you didn't go this year you should plan on it next year.

More than anything, I appreciate the opportunity to shoot the breeze with so many on the (eflight) list and

those from west of Detroit who I only see at this meet.
Cheers, Martin



Marc Thompson's Water Bomber takes to the air.

This message from "Christopher J. True"
<truec@purchase.edu> brought to you by EFLIGHT!

Well, I got back to Maryland Monday at 2:30 in the afternoon from Mid-America. As others have said, thanks Ken and Keith! I had an absolute blast between arriving on Friday at noon and leaving Sunday at 4:30. I figure it was just the right mix - 23 hours driving, 18 hours sleeping, and 30 (!!) hours at the airfield over the course of 4 days.

I did most of my flying on Friday and Saturday with only a few flights on Sunday, mostly due to exhaustion.

I managed to pick up a 5 turn armature for the Astro 035 in my MiG which perked it right up. I flew once on Saturday with the MiG and once on Sunday. I had wanted to fly it several times on Sunday to expand the flight envelope a bit now that the power is adequate. Unfortunately I bent the tow hook on landing Sunday morning, when I attempted to straighten it it snapped off! Too bad since I told Boris to put on his G-suit (sometimes those Russians fly without them you know). Chris (*Chris's MiG pictured below. Km*)



This message from "C. David Campbell" <cdcamp@ismi.net> brought to you by EFLIGHT!

Hi all,

Just a teaser for all of those who missed out on the fun, and those who left early on Sat.....

This was a GREAT show! I had a good time last year, and this was even better. There were around 80 (!) pilots, and most everybody brought 3 or more planes. The food was very good, and the weather was perfectly clear and calm. We had still air for the slowfliers in the evening, and a few flew during the day. The demo's were really good, and the AULD wasn't too imposing for the sport fliers

As I had hoped, there were a lot of good speed 400 sport and scale planes also.

The most fun was after the event closed on Sat., and the field opened for "open flying". The Slow fliers came out, and enjoyed the calm cool air. The moisture came out too, as the jap tissue on my Breezy Junior pruned up, and changed all of my trims about oh, 3/4 inch! So that's why we have computer radios!

The Slow flying ended at about 9:30, when it was too dark. But you know what? there were STILL a full line of pilots along the line at 10:00!

After that, the ties came off, the Cyalume sticks were cracked open and the night flying commenced. Midwest R/C's club president treated us to a 3D heli de mo that was outstanding, and there were always 4 planes in the air. Darwin Garrison's NightOps equipped Pushycat was very visible when it got totally dark, and the Cyalume sticks that Doug Ingrahm got at Kmart were very bright and lasted until after I left at 11:30. He made the statement that the planes look 3 times faster at night and it's true. I bet there were some UFO sightings in Michigan that night. Heck, one of 'em had a headlight :o) Just hearing Pat Mattes cackle was worth staying up. A good time had by all.

I can't wait to do it again.

Dave



Two of the "best" Keith Shaw and Dave Grife!

This message from Paul Bradley <BradleyP@ix.netcom.com> brought to you by EFLIGHT!

Through some very fortunate timing, I found myself in Detroit the week of the Mid-Am on a business trip. This allowed me to spend some time Sunday morning (far to little) at the Mid America event. A truly great gathering with perfect weather. I had the opportunity to meet many of the eflight list members that were in attendance. I'm sure that due to my short stay, there were some I missed ... like Ken who must have been in many places at once keeping things running smooth. It was a real pleasure to get to "sample" this excellent gathering and to talk to the many great e-fliers who were in attendance.

Paul Bradley - Houston, Texas

Guess you didn't get anything to eat! Saturday the CD and Sunday on KP! km



Another look at Marc's Water Bomber and some of his other planes.

From John Kauk (x7b2s3w1@coastalnet.com)

Thanks to you, Keith, Jeff and all of the others who worked so hard to put on such an awesome event. Beautiful venue, well organized, lots of good flying, friends and BS. I can't imagine a better way to spend a weekend.

John Kauk, Wilson, NC

From Tim McDonough (tpm@inw.net)

A quick "thanks" to Ken Myers, Keith Shaw, the Midwest Club, the EFO members, and the Ann Arbor Falcons who hosted a really great E-Fly.

I took a couple of photos which I'll scan and send to Ken for an upcoming Ampeer if he's interested. (*He is. Km*)

This photo shows some the activity looking east down the flight line. The pavilion, which helped to shade the many spectators, can be seen in the background.



From Jim Ryan (jimryan@sprintmail.com)

The 1998 Mid-America Electric Fly is now history (I'm sure Keith and Ken are heaving a sigh of relief), and I have to say that this is the finest electric FLYING event I have attended or that I know of anywhere in North America. As dedicated electric flyers, Ken and Keith recognize what things are important to making an event like this enjoyable for the participants.

They don't torment us with trivial PA announcements (heck, they don't even HAVE a PA system!). The Midwest field is a wonderful location that is immaculately maintained (I've never seen planes slide that far except on frosty grass <grin>). The flight line control is safe and simple, and yet makes it easy to pile in all the flights you could ever desire. I flew so many times Friday and Saturday that if Sunday had been a rain-out, I wouldn't even have cared.

I wish I knew where to begin and end describing all that was best about the event, but it's late, and covering it all would take as long as the event did. It was great getting to see (and fly with) so many good friends from all over North America.

Thanks a million to Ken, Keith, EFO, the Falcons, and the Midwest club for being such great hosts. I can't wait until next year.

Jim Ryan, Cincinnati, OH

From jem11@mindspring.com (John McCullough)

To those that made it: It was great seeing you and all the great planes that filled the sky both day and night.

To those that couldn't make it: Sorry we missed you and sorry you missed the most "Fun Event" ye t.

To Ken, Keith, Falcons, EFO, Midwest and even Jeff the parking "Boss": Thank you! Thank you! Thank You! Thank You! Thank You! Thanks again!

To the "Evil Monster" on the other side of the R.R. tracks: Naa, naa, naa!

From 2 tired old men in North Carolina : We'll be back!!!!

John McCullough and Doug Holland

August 1, 1998

Mr. Keith Shaw
2756 Elmwood
Ann Arbor, MI 48390

Mr. Ken Myers
1911 Bradshaw Ct.
Walled Lake, MI 48390

Gentlemen:



Keith's BIG D-VIII. The BIG MaxCim can be seen sticking out of the bottom of the cowl as the dummy

My hat is off to both of you and the members of your collective clubs for the absolutely wonderful Mid America Electric Fly In on July 11 and 12. I had a great time both days. Now that I've attended the whole thing (Saturday and Sunday) I understand that I only attended half of it, missing out on Friday and the late event on Saturday night. My plans are already in place for next year (to come earlier and stay later) with a few new projects in the works. It was especially fun to win a few raffle items and the plaque for Most Beautiful Aircraft on Sunday.

The electric fraternity has helped me grow and enjoy this aspect of the sport. Thanks for taking the time to answer my many questions and to council me to insure my success. Please pass on my thanks to your members for all their work and hospitality.

Sincerely,

Joe Hass

District 7 AVP

5394 English Dr.

Troy, MI 48098

(Joe, being the true gentleman he is, also sent notes of thanks to Viper Model Products and Electronic Model Systems, thanking them for the raffle prizes that he won. This is an excellent idea. If you won something this year at the Mid-Am or any other contest, maybe you could/ should do the same. Km)



3/4 view of Keith's D-VIII

Kyosho Clipped Wing Club ARF Rating

From: rjorge@mpc.com.br (Ricardo Jorge)

Here are my impressions about this plane: *** with this setup: Astro 25G on 16 SR 2000 cells, ESC Astro 210, 12x8 Master Airscrew Electric wood prop or Robbe 12x8.

There's really not much to be modified as the plane is

already built and covered (nice job, BTW). Only thing I did was to install a tray covered with Velcro going all the way to the fire wall, to keep the battery pack as close to the thrust line as possible and to help achieving the right CG. The windshield is held in place with two plastic hinges on the upper part and two screws on the sides, allowing easy access to the battery pack.

It flew in a very Cub like way, being heavy (around seven pounds) for this setup, in my opinion. Maybe an Astro 40 on 20 or 21 cells would perform much better and thus earning the extra **.

Unfortunately, after only five flights it was "shot down" by a fellow who turned on his radio, hitting a tree at full throttle, blowing pieces in a way beyond repair.

PS: The pack kept firmly attached to the tray, even though two cells were pulled away from it, proving that Velcro is a good way of securing packs.

Best regards,

Ricardo N Jorge - Campinas SP BRAZIL

EFO Site and Ju-52 Update

From: docwt@worldpath.net (Dr. Walter I. Thyng)

I have no idea how much work it takes to keep you su per site up , but I know it's a lot. Bob Strought of AEFO is talking about shutting down unless he can get some

financing. I really appreciate what you're doing.

Partial update on the Ju-52. I flew it with eight 2,000 mAh cells rather than seven 1700s. What a difference. Still not a pattern ship, but faster and stronger. Also, we hand-launched it! It takes a two hand hold and about six running steps followed by a gentle push and she's up and away. I hope to increase aileron throw next time out and will fill you in, but it

already rolls better with the extra speed of the eight cells.

(Also from Walt)

Thought I'd share my stupidity in the hope that it might save someone else some aggravation.

In preparation for this flying season I purchased two new 9c 2,000 mAh batteries to be used as an 18c pack. When I put them in my "Hog" they wouldn't run the

MaxCim motor, however my two year old set of 1,700s would. Further, either of the 9c 2000 mAh packs would run the motor alone (though not up to speed obviously), but when combined with one of my older 9c packs still would not run the motor! Naturally, I assumed that something had to be wrong with the new packs.

After much tearing of hair and sudden problems with my old reliable 1700s during a flying session, I finally called Tom Cimato at MaxCim.

He immediately and graciously identified the problem. The MaxCim controller must be tap the power pack at no more than 22v. If it sees more than 22v it shuts down.

The problem was two fold. First I had installed the controller tap in the wrong place. It was seeing the full voltage of all 18 cells. The second problem was that my "old reliable" 1700s had developed a couple of bad cells and were only putting out about 21 v; a voltage at which the controller happily allowed the motor to run. The new packs were in fact operating at full voltage (22.4) and the controller was doing exactly what it was supposed to do.

Let me be absolutely clear: the problem was my stupidity. There was absolutely nothing wrong with the MaxCim products.

Lessons learned:

- 1) Read all the directions including the dia grams.
- 2) Whenever you have trouble, run the basic checks (like checking the voltage of freshly charged batteries).
- 3) Read all the directions and instructions.
- 4) Study and understand the diagnostic capabilities of your controller.
- 5) Read **ALL** the directions and instructions.

I can't wait to fly the E Hog with all 18 cells happy and kicking out amps.

ModelSPORT Magazine

From: jbeech@sinfo.net (John Beech)

Hi Ken,

I stumbled across your page and thought perhaps you'd be interested in what we're doing. It's called modelSPORT magazine and it's a new idea in hobby video . . . well nothing's really new, but the videos are priced more fairly than any videos in the hobby have ever been. Issues are 2-hours long and retail for only \$4.99.

I'm very interested in getting electric coverage in future issues, in fact, we're electrifying a Kyosho DC -3 for an upcoming issue . . . but I want more electric coverage. Do you know anybody handy with a video camera who might be interested in becoming a

contributor? The pay is so low as to really be non-existent . . . but it's a chance to spread the word, acquire a bit of fame, and of course garner a copy of the issue :->

As a former teacher (middle/Sr HS science and math), and accumulating over 20 years with my first wife, Lynn <BG>, who's a Special Ed teacher for the hearing impaired, I appreciate what you're doing. Bravo for an excellent web site.

John J. Beech - GM (and janitor)

Panache Productions, S.A.

<http://www.modelsport.com>

Upcoming Devil Mt. Electric Fly

From: cobrajet@jps.net (Greg Gallegos)

Richmond, California 10/04/98

This event will be held at the BARCS field in Richmond, Ca. On Oct. 4, 1998. The format will be a fun type atmosphere with a few contests thrown in to keep it lively! AULD, Speed 400 pylon, old timer pylon, Warbird pylon. There will be a great raffle including an airplane, complete with motor, already built. There will also be trophies given for:

Heaviest airplane

Lightest airplane

Best technical achievement

Longest distance traveled

Pilots choice scale

Pilots choice non-scale

Contacts;

Greg Gallegos, P.O. box 88, Bethel Is., Ca. 94511

925-684-9268 or cobrajet@jps.net

or

Chuck Hill, 1382 Deerfield Ct., Concord Ca. 94521 - 4237

925-685-1546 or chuckhill@aol.com

I hope to see all of you here in Oct. Thanks -Greg Gallegos

C of G calculations for Electric RC

From: C.Ciarniello@mbltd.com (Carlo Ciarniello)

Ken,

Maybe this has been done before but I thought I would send this to you anyway it may be of use to someone.

Attached is a simple Excel spread sheet which calculates the Center of Gravity of a radio controlled aircraft.

For each item or element of the RC craft (such as

batteries, servos, motors, etc) the user must enter the distance from the firewall that the item resides as well as the weight of the item. The spreadsheet will calculate the MOMENT about the firewall for the item as well as the total weight of the aircraft. The final calculation performed is the Center of Gravity as the distance from the firewall.

When designing your own electric RC aircraft position the components as required to get the CG at the correct location on the wing. In most cases I have found that the heaviest item, the motor batteries, can be repositioned to correct the CG. This results in the lightest airframe possible without having to add lead to balance the aircraft.

I use this to layout the components in Scale Electric RC because it ultimately leads to the location of the motor battery and the battery hatch method that will be used.

(This spread sheet has been posted to the EFO site. To access it, visit the Keith Shaw, Tom Hunt, et al page. If you have a computer that runs Excel, but don't have internet access (shame on you), I can send you a disk with this, and a few other goodies on it. Km)

A Word From the Azores

From: lapisazul@mail.telepac.pt (Roly H and Iris L)

Hello Ken,

Just a note of appreciation for all your efforts from out here in internet land!

For your reader-demographics I am a modeller who has recently returned to the hobby after an absence of over 40 years.

At school (in England) my best friend was a modeller as was his dad and they introduced me to the hobby. I built my first plane at the age of ten or eleven; a Kiel Kraft Playboy 20 inch span rubber powered job. Over the next several years I built a whole string of rubber kits before saving up enough for my first diesel motor.

When I was 15 my family emigrated to Canada where I continued to build models, specialising in A2 class sailplanes (around 6 ft span) and free-flight scale power (even in scale I was more interested in the slow floaters)

When I was 21 I got my private pilot's license and model aircraft sort of got forgotten. (The last model I built was a scale Handley Page HP 42 four-engined biplane airliner with two 049 diesels and two dummy engines. It was built from an Aeromodeller plan and spanned 62 inches. The plans are still available and it would make an interesting electric conversion)

As a full-scale pilot I still preferred the old canvas -

covered types and most of the entries in my log book are for Piper Cubs, Fleet Canucks, Aeroncas, - only one Cessna. (You know you are getting older when.... You visit the national Aeronautical Museum in Ottawa and see one of the planes on which you learned to fly displayed as an historic artifact; not the same TYPE of plane, but the same ACTUAL plane: Fleet Model 80 Canuck, registration CF-DYM)

With marriage and a family flying became too expensive, and I turned to something different - boat building. I started with a canvas covered kayak, (not unlike a model plane in construction, with frames, stringers and covering) and over many years and many boats worked up to a 40 ft catamaran.

When I retired after 30 years in the Canadian television industry we went sailing and spent most of the next ten years living aboard the boat. We spent much of the time in the Caribbean, but made three Atlantic crossings and on our second trip to the Azores decided to buy a house here. That was five years ago and we are still here operating a small computer-based graphic design company (the "Lápis Azul" in our e-mail address is Portuguese for "Blue Pencil" the traditional graphic designer's tool)

A little over a year ago I discovered that a neighbour of ours, a South African charter fishing boat skipper, was a modeller, but was not doing much as he had no one to share with. When he discovered that I had once been a keen model flyer (and even still had some model plane books from the fifties) he at once started plying me with magazines and catalogues to get me interested again. It worked!

I found the Keil Kraft Playboy kit was still available after 49 years, so I had to build another one. I followed that with a sailplane kit. My new friend, as well as glow engines, had an electric plane, the first I had seen - a Great Planes Spectra. This seemed a wonderful way to go, so on a trip to Canada last fall I bought one for myself and I am learning to fly all over again. My next project is an own-design slow and floaty sort of electric sport model so that I can learn to fly off wheels.

It is not easy being a modeller when you are 1,000 miles from the nearest model shop and more like 2,000 from the nearest that speaks English. It would be so nice to be able to go into a shop and just compare things in front of your eyes rather than wading through the glowing, biased descriptions in ads.

Ampeer is a really great help to us lonely ones out here - keep up the good work (and I know how much work it is - I put out a yacht-club newsletter for seven years)
All the best, Roly Huebsch, Canada Larga N° 1, Cedros, 9900 Horta, Faial, Azores, Portugal
Tel and fax: +351 92 96450

Upcoming Events:

August 28, 29, 30, Chilliwack (BC) Fly in & Swap meet

Contact: Ron Dodd RonDodd@aol.com There will be no entry fee, camping is free for the weekend. We are working on having a Radar setup for those of you who want to see how fast, or slow your plane goes. To get here, take highway 1 east of Abbotsford to Exit 119 B. Then, just follow the signs to the field. If you need a map Email.

Sept 18, 19 & 20, KRC '98, Queen City Airport, (PA) Durell Leister Sr., (610) 825 7758 (home) and (610) 270 3563 (work). Please remember we are on Eastern Standard time! or email: Anthony Assetto Be sure to check out the Web Site for the latest details.

October 4, 1998 DEVIL MOUNTAIN ALL ELECTRIC FUN FLY, Richmond, CA (San Francisco area) - contact Chuck Hill (925) 685-1546 or ChuckHHill@aol.com

October 4 & 5, 11th Annual DEAF Electric Fly -in, Sponsored by the Dallas Electric Aircraft Fliers at the Dallas R/C Club Field, Segoville, TX. Greg Judy, CD, 212

Freedom Lane, Arlington, TX 76018 (817) 468 -0962 or Frank Korman, 9354 Forest Hills Blvd., Dallas, TX 75218-3633 (214) 327-8411

1999

North Carolina Meets - 1999 Two Winston-Salem clubs, the Winston-Salem Radio Control Club (WSRC) and the Riverside Aeromodelers (RAMS) are planning on an electric weekend for **May 1 and 2, 1999**. The WSRC will host the May 1 the RAMS will host the May 2nd contest. Both contest sites are close to highways 40 and 77. Primitive camping is permitted (and encouraged) at bot fields. contact: Dr. Colin McKinley (336) 924-5890 or Dr. John Mountjoy (336) 772-7609



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

**Next Meeting: Date: Thursday, Sept. 3
Time: 7:00 or ASAP
Rushton Rd. Flying Field**