

the

Ampeer

March		The EFO Officers	2025
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No Mailed Ampeer Subscriptions	Zoom EFO Meeting: Wed., March 12, 2025 Time: 7:30 p.m., Place: On Zoom		

What's In This Issue:
 Upcoming EFO Meetings - Happy Birthday to the Ampeer! - Change of Email Address Requested - Upcoming Keith Shaw Birthday Party Fly-in - Indoor Flying in Brighton Information - Indoor Flying in Pontiac Info - Free Indoor Swap Meet - February Zoom EFO Meeting - Upcoming Toledo R/C Swap Meet & Expo Info - Upcoming Events

A Note On Upcoming EFO Meetings

The next EFO meeting will be via Zoom on Wednesday, March 12, at 7:30 p.m. EST.

EFO members will be sent an email with the Zoom link.

If you'd like to join us, send me an email to kmyersefo@mac.com and I'll add you to the meeting notification list.

See you on Zoom in March, Ken

Happy Birthday to the Ampeer!

The first issue of *The Ampeer*, was called *The Wolf's Call* for just one issue, and was published in March of 1988.

The original club name, West Oakland 'lectric Flyers (WOLF), was changed to the Electric Flyers Only (EFO) after that issue.

The original EFO members were members of the Union Lake Flying Organization (UFO) that were very interested in the new, electric power systems.

Today's United Flying Organization (UFO) was a continuation of the original

Union Lake Flying Organization. When the club was forced to move by the DNR, from its flying site on the old NIKE base on Wise Road near Union Lake, MI, the club moved to Highland Township, MI, and changed its name. The original three letters were kept, but they became the United Flying Organization.

The first issue of *The Ampeer* is reprinted in this issue.

I would like you to please note the names of the folks mentioned in this issue. Most of the names will be unfamiliar to you, but they are an important part of the reason that electric flight has risen to a major form of powering aircraft models.

We all owe them a lot, and need to remember that we are standing on the shoulders of many, many, many of those that came, from all over the world, before us!

All of the *Ampeer* issues have been archived to the Complete *Ampeer* Index page.
<http://theampeer.org/ampeer/Complete-Ampeer-Index.html>

the W.O.L.F.'s CALL

Volume I
March, 1988
Issue 1

PUBLISHED FOR THE WEST OAKLAND 'LECTRIC FLYERS

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OFF AND RUNNING

The first meeting of a new electric club was held at Ken Myers's house on Feb. 10, 1988. Thirteen interested persons attended; Dan Behrend (Milford), John Burt (Hartland), Keith Clark (Howell), Jerry Guest (Union Lake), Jeff Hauser (Northville), Jack Lemon, Jr. (Pontiac), Debbie McNeely (Milford), Ken Myers (Union Lake), Jimmy Northmore (Farmington), John Revello (Farmington Hills), Richard Utkan (Milford), Jack Violes (Sterling Hts.), Gus Wiklund (South Lyon).

The meeting opened with freshly baked brownies and cookies, provided by Dianne Myers. (Thanks Dear!) Ken had an agenda ready, and word on the July contest.

Discussion followed, leading to club formation. The purpose of the club was defined. In essence, it is to promote electric flying to the general public and active

R.C. population. Jimmy Northmore pointed out that the real value of this type of organization is in providing practical knowledge to the electric flyer and flying skills to the



beginners of R.C. electric flying.

A board of directors and officers were elected(?). The outcome is printed at the top of this newsletter. It was decided to go with no formal meeting rules at this time.

Ken said that the club charter had been applied for, it has since come back. We are AMA charter club #2354. Ken also read a letter that he had sent to Proud Lake, requesting the use of the old U.F.O. field. The "members" have been asked to bring any good field rules, that they have used in the past, to the next meeting for discussion and possible adoption. Safety is the key factor in electrics retaining a good flying site.

Expenses and dues were discussed only briefly. Ken asked that dues not be set until March. This might allow enough time to check the costs the club will incur.

[Continued on the next page.]

Off and running (cont.)

Meetings will be held on the first Tuesday of the month with a starting time of 7:30.

Jack Lemon has volunteered to give a technical talk on why different wire sizes are used. He said that he would work on some other information for us too. We are planning on having a practical technical talk at every meeting.

Show and tell will be a prominent part of all meetings. We will learn from each other and help each other with problems. We are our best resources. We must encourage newcomers, as well as "old hands", to bring in and share their latest projects, successes, and failures.

Some discussion for the next meeting; 50/50 raffle, a field, field rules, dues, calendar, etc. It is time to bring in planes and share what is working for you. Planes and flying electrically, that is what this whole business is all about.



In the Magazines

In this regular column I will discuss what is in the monthly columns of Bob Kopski and Mitch Poling. If you read another electric "expert", please let me know what they are doing for the month and I will put it in this column. March finds Bob Kopski, of "Model Aviation", talking about fuses and fusing. A very good how to and why to. He also mentions and shows the K&W folding props, the ones that Keith Clark spoke so highly of the other night.

Bob also mentions that the new Astro Flight gear-drive for the .020/.035 cobalt fits perfectly on the inexpensive .05 ferrite motors, a super improvement over what had existed before. Also discussed are the differences between the old and new Astro cobalt .05 and .15. Pictures also show the differences

[Continued on the next page.]

EDITORIAL

by Ken Myers

Wow, long opening! I guess we covered a lot that first night, there was even a lot of talk about planes and things after the "official" meeting broke up. I am looking forward to serving you as your president.



I believe that we have the makings of something super here.

Here is the plea that you see in every newsletter (Okay, ya can skip it if ya know what it says); Please get me articles, ideas, pictures and cartoons. A newsletter can only be better than the editor if you make it so. It will not be your newsletter without your input.

I have a few ideas for regular columns, as you see in this premier issue, but I don't want to do it all, besides it's neat to see your ideas in print.

For those of you not interested in computers, you may wish to skip this next section. I am always having people ask how I do things, so here goes. I am using an Apple II computer (either GS or IIe) along with the software Appleworks, a word processor, data base, spreadsheet package. I have enhanced the Appleworks with Beagle Brother's Superfonts, which provides the Apple II family with a wide choice of fonts (type styles). When I did the U.F.O. Sightings I was using the software called the Newsroom, but



I feel that Superfonts gives a better quality type. We will have a good quality of type, now let's have the quality information from you. See how I sneaked

that one in again.???

In the Mags (cont.)

between the Astro cobalts.

Molder Builder for March doesn't contain Mitch Poling's column. I hope this doesn't mean that he has left them. I have felt that Model Builder has been a leader in the electric field.



Electric Model Flyers of Southern Ontario

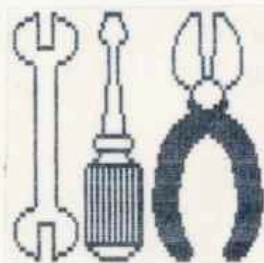
Who are they? What do they have to do with us? Well I.I.I they are an association of electric flyers. They put out a newsletter about six times a year and are the coordinators for electric flying in southern Ontario. Most of the meets are just a pleasant drive from here.

I will have their last two newsletters at the next meeting, for you to look over. My new Canadian friend, Vic Walpole is the editor of the newsletter. It is very informative and worth the price of membership in the association, \$10.00 U.S. Much of the calendar for this year comes from their information. I have application forms if you need some.

In the Shop

This is where I could use some input from you. I would like to make this a monthly feature that talks about products that are useful in the workshop. How about some ideas folks?

Scales, yup scales. As you know, weight is a critical factor in our



facet of the hobby. I use a food scale to weigh individual components and check the manufacture's quoted weight. A baby scale is used to check completed plane weight. I am also using a fishing scale to measure motor thrust on my test stand. You can purchase these new or use garage sales, but I would recommend that you get and use scales.

On the Building Board

You can again help by contributing to this column. Let us know what you are building and how it is going. Kit reviews and modifications, design projects, and building tips are all welcome here.

I am presently working on a stand-way-off in the next county PT-19. Actually it is more like a model of a Cox Pt-19 control-liner. It has a 400 sq. in. wing and will be powered by an Astro cobalt .05. I will be testing both direct and geared versions. It looks like it will come in at my projected weight with seven 1.2ah cells, 44 ounces. I will have it at the next meeting for show-and-tell, whether it is finished or not.

Watts Flyin'

Cute title huh? Tell us about how your plane(s) flies.

My favorite flyer is my Olymic 650. It was made from the airtronics kit. The only modification was the replacement of the light ply sides and bottom with balsa.

It is a fantastic fun and competition plane. It is super easy to fly, a great trainer. I run a direct drive Astro cobalt .05 with a Cox gray 6x4 on seven 1.2 ah cells. It has been flown in many triple duration events, in Michigan, Florida and Canada. It has never placed lower than second! It loops well and flies inverted. A really fun ship. I highly recommend this plane to beginners, sport flyers and those with a competition inclination.

Why Use a Speed Control?

by Ken Myers

Get out your February "Model Builder" and reread Mitch Poling's review of the JoMar SC-5. He goes into the technicalities of speed controls in great detail. The bottom line is, today's electronic speed controls are extremely efficient and reliable. Some are small enough and light enough for the tiniest electric RC or some are robust enough for the giant cobalt .60's. The question then becomes, can I afford one?

The data below is for a plane that I am currently working on. Power is a cobalt .05 It has a wing area of 400 square inches and an all up weight of about 44 ounces geared/42.5 ounces direct, with seven 1.2 ah cells.

To see if this aircraft will benefit from a speed control, look at the power needed to cruise (maintain altitude) and the power needed to take off.

The left chart shows the cobalt with a gear drive and the one on the right, a direct drive version.

PT-19 12x8 7 cells 1.2 ah			PT-19 7x4 7 cells 1.2 ah		
The power is expressed in watts. To see how your plane will perform, compare what is needed to what you have.			The power is expressed in watts. To see how your plane will perform, compare what is needed to what you have.		
Power to:	needed	PT-19	Power to:	needed	PT-19
cruise	43.56	115.5	cruise	40.64	124.6
take off	82. - 137	115.5	take off	79. - 132	124.6
lt. aerobatic	110 - 165	115.5	lt. aerobatic	106 - 159	124.6
hot aerobatic	192 - 275	115.5	hot aerobatic	185 - 265	124.6
Approximate airspeed: 44 mph			Approximate airspeed: 58 mph		
Approximate stall speed: 14.6 mph			Approximate stall speed: 14.4 mph		
Approximate motor time: 4.36 min.			Approximate motor time: 4.04 min.		

Without a speed control, the power on the far right of each chart would, for our purposes, be expended throughout the entire motor run. Therefore, the motor run time for the gear drive version would be 4.3 minutes and 4 minutes for the direct drive. By using a speed control, the power can be reduced to just what is needed to cruise, this yields 10.5 minutes, including one minute of full power for the gear drive version. I have flown a similar setup before, in my own design, Mickey Mouse. Mickey Mouse was actually good for between ten and eleven minutes of cruising and touch and goes. Just what the theory says! The direct drive system should yield 11.5 minutes, with one minute being full power.

These are theoretical conditions, but my Esquire with a cobalt .15 and 12, 1.2 ah cells also proves the point. I constantly get 14 - 16 minutes of power flying from it. This system would yield only 4.7 minutes of power without a speed control.

Why use an electronic speed control? Power efficiency! Being efficient is what electric flying is all about. Why waste electrons? Sure, a good electronic speed control costs a lot, but it is definitely worth it. From now on, they will be in all of my planes.

D.N.R. says No to Wise Rd!

We received our reply to the request to use the old U.F.O. flying site as our electric field. Basically the reply stated that errant models are too dangerous to the neighbors of the site. Mr. Winters (head of Proud Lake Recreation Area) also stated that since the U.F.O. are negotiating for the use of a site in the Highland Lake Recreation Area, the D.N.R. would not consider another site in this area. He suggested that we contact the U.F.O. for joint use of the field. Mr. Winter's letter will be read at the next meeting.

W.O.L.F. Meeting Site Secured

Our next meeting, March the first, will be held at the Dublin Community Center. It is located on Union Lake Road, north of the village of Union Lake. It is on the right side of the road when you are going north. The building is a cinder block structure, painted white. It is across the street from St. Patrick's church. The meeting will begin at seven-thirty. No alcohol is allowed in the building, but soft drinks or coffee are okay, if you like. We will try to keep the meetings as informal as possible. See ya there.

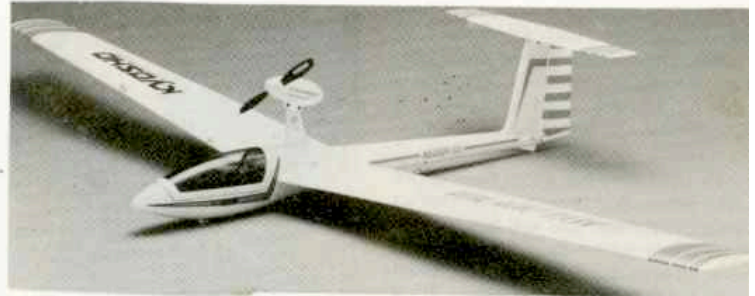


What Is "New" for Electric

The material printed here doesn't constitute any kind of an endorsement on the part of the editor or the West Oakland 'Lectric Flyers. It is presented only as information.

Great Planes Model Dist. has an ARF glider with a pylon mounted for electric power. The Melody MP has a 59-inch wingspan, a blow-molded fuselage, OHS wing construction (What's that? ed.), T-tail and a LeMans AP-29 motor and pylon. The Melody MP comes with a NiCd battery

and a quick charger. It requires a two channel radio. It is available through hobby shops.



High Sky R/C Accessories has an efficient On/Off Controller for electric flight that will switch the electric motor on or off on command. This new space-saving device will plug directly into the receiver, eliminating the need for a servo/microswitch assembly. A dynamic brake stops the prop for less drag. The unit is efficient with only a 0.06 volt loss at 20 amps. The weight of the unit is 1.2 oz. For more information contact: High Sky R/C Accessories, 3929 Kansas St. #9 San Diego, CA., 92104

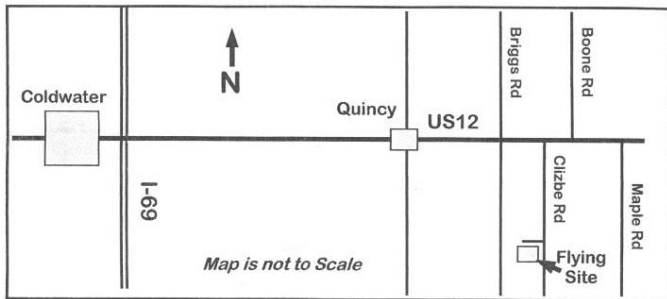


Change of Email Address Requested

By Ken Myers

A reminder for *Ampeer* subscribers. If you wish to continue receiving the monthly notice, please update your email address whenever you change it.

Thanks,
Ken



The Upcoming Keith Shaw Birthday Party Electric Fly-in 2025

The Balsa Butchers are hosting the “Keith Shaw Birthday Party Electric Fly-In”, for the 23rd year, at their field near Coldwater, MI. The event takes place on Saturday, **May 31, 2025**. It is a one day event.

The event consists of Open Electric Flying with a "Special Guest of Honor Theme", Happy Birthday Keith Shaw [June 6].

Enjoy a day with the "Pioneering Master of Electric R/C Flight". 9 a.m. - 4 p.m., Saturday. NO LANDING FEE! Donations for field maintenance and lunch appreciated.

For additional information contact;
Contest Director: Dave Grife - E-mail: grifed@yahoo.com or Phone: 517-677-9978
Please e-mail or call with any questions.

The field will be open for guests to fly on Sunday as well.

Indoor Flying in Brighton Information

Indoor flying started at the Legacy Center on Wednesday October 9th. The flying time is 12:30 to 2:30 p.m. The Legacy Center Website is: legacycentermichigan.com

Address: Legacy Center, 9299 Goble Dr, Brighton, MI 48116

Indoor Flying in Pontiac Info

Indoor flying in Pontiac started on Tuesday, October 15th and continues on Tuesdays through April 15, 2025.

Full Information can be found at the following link. <http://www.skymasters.org/index.php?page=events&type=detail&event=indoor>

Join us for indoor flying on Tuesdays throughout the winter! 9AM - 12PM. United Wholesale Mortgage Sports Complex is our host site. Located at 867 South Blvd in Pontiac, the facility features a 365 foot by 260 foot flying area with ceiling heights from 45 to 75 feet!

Weekly Indoor Flying is scheduled for Tuesdays from October 15, 2024 thru April 15, 2025 9:00 a.m. to noon.

A single flying session is \$10 and a 25 session season pass is \$150.

The Skymasters' Indoor Rules for 2024/2025 are linked here.

https://theampeer.org/2024-2025_Indoor_Rules.pdf

As a reminder:

1. Aircraft can weigh no more than 1-1/2 pounds All Up Weight. Helicopters & multi-rotor copters are limited to 250 maximum size. All aircraft must be powered by no more than a single 3 cell (11.1 volt) 1000 mAh battery.
2. First Person View-FPV is limited to micro quadcopters powered by a single cell battery (Max 500 mAh).

A quick reminder that indoor flying starts on Tuesday morning (Oct. 15th)! Remember we will be flying up front in the smaller room for the first two weeks. Please still park in the back.

<http://www.skymasters.org/index.php?page=events&id=16641>

Pete Foss

**Premier Sport Center Indoor Flying
FREE Indoor R/C Swap Meet Day, Thursday,
March 6th, 2025**

14901 23 Mile Rd, Shelby Twp, 48315

Buy-Sell-Trade-Connect

Bring your unwanted Airplanes, Helicopters, Quadcopters, Unbuilt Kits, Servos, Motors, Radios, Etc.

TABLES WILL NOT BE PROVIDED

There is no cost to Buy, Sell, or Trade
Flying is still \$10 for the day (9 a.m. 3 p.m.)

You Don't Have to Fly... Just come in and buy, or just say Hi! There's no charge for that!
Have Questions? Contact Mark Kriewall (586) 453-1867 (justmekribee@yahoo.com)

The February 2025 Zoom Meeting

The Zoom meeting started at 7:30 on Wednesday, February 12, 2025.

Ken Myers lead off the meeting with a discussion of the Great Planes ElectroStreak.

He had recently received an email about the new version from Tower Hobbies.

<https://www.towerhobbies.com/product/electrostreak-1.1m-pnp/EFL13375.html>



Tower Hobbies' Photo

The ElectroStreak was originally designed by Tom Stryker and featured in November 1987 Model Aviation. It was kitted the next year by GreatPlanes.

My flight review appeared in the September 1989 Ampeer.
<https://theampeer.org/ampeer/ampsep89/ampsep89.htm#page2>

The Electro Streak

by Ken Myers

Well, they finally have done it! Yes, Great Planes has actually put out a kit that will fly as advertised. Jeff Hauser completed his Streak and allowed me to test fly it for him. He is flying it completely stock with Sermos connectors and a JoMar SC-4 speed control. The plane is covered with Micafilm and weighs in at 40 ounces, with the wheels and a 7 cell, 1.2 Ah, SCR pack.

The plane is a delight to fly. It moves out smartly, tracks well and performs sport aerobatics. The glow flyers have been impressed with its speed and flight characteristics. Several are talking about getting The Streak.

The Streak is not for a beginner pilot. It goes where you point it and goes there quickly. This is an advanced plane for an advanced pilot.

The only change that I might try would be to add an eighth cell, just to see what would happen.

We did try several other props, but found the 7/6 included in the kit to work the best so far.

Great Planes, put the Goldfire in your other electric kits and you will be well on the way to providing the best electric kits in the country. Both the PT-electric and the Cub fly well when remotored, so why not do it right from the start?

GREAT PLANES ELECTROSTREAK

• The most aerobatic electric kit made!



The 44" span ElectroStreak is capable of full 4-channel aerobatic capabilities. Required are a 4-channel radio with 3 mini servos and speed control, 225 mAh battery for the radio, 7-cell, 1200 mAh battery for the motor, and charger.

Retail \$74.95 Now **\$58.99**
AD1216 Only

The photo is of me holding an original kit model of the GP ElectroStreak. It was taken on Feb. 12, 2025. I did not build this one. The model had been given to Keith and he gave it to me as he said that something about just said this has to Ken's plane.



Ken Myers with an ElectroStreak, Feb. 12, 2025

He also shared information on the Retro RC Balsa Stripper.

<http://retrorc.us.com/theflapper-16scale1-1-1-1-1-1-1-2-1-1-2.aspx>

He sent along a couple of photos of the balsa strip and a photo of his Fly Baby.

I have created a PDF version of the Balsa Stripper Instructions for those that are interested in learning more.

<http://www.theampeer.org/ampeer/ampmar25/stripper.pdf>



Roger Wilfong shared his VEVOR Flying Eagle. It is a thrust vectoring type flyer that comes



Denny Sumner shared his Fly Baby. It has a 26" wing span and is from Hummingbird Model Products.

<https://hummingbirdmodelproducts.com/scale/vv2m05xnb2vjfphdr11ibtj9hdvcq9?gQT=1>

It was originally intended as a rubber powered model, but Denny has converted it to indoor RC using a Buzzard motor and Buzzard servo brick.

<https://www.buzzardmodels.com/>

He noted that it flies very nicely.

He also picked up a nice 1/5-scale Cub, whose nose can be seen in the photo, at a swap shop. It is already electric power, so no conversion is necessary.



with everything you need to fly it, including two 100mAh single cell LiPos.

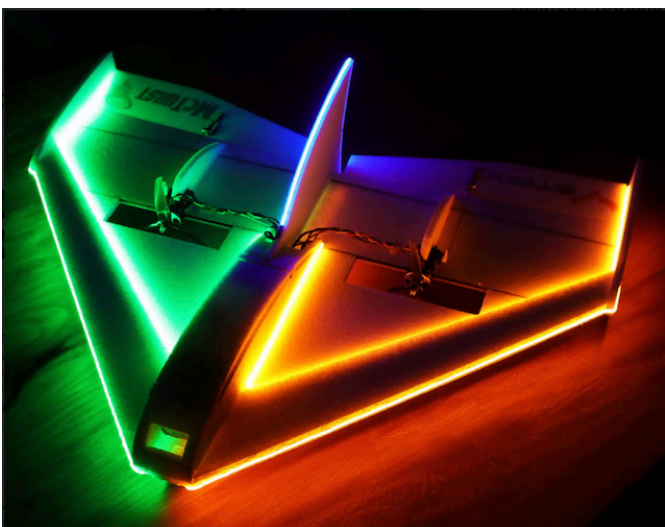
He noted that it has a very interesting arming sequence that it needs some getting used to.

Once he got it balanced correctly, with a dime, he noted that it flies okay,

It sells for about \$30.

https://www.amazon.com/VEVOR-Airplane-Stabilizer-Batteries-Beginners/dp/B0D9J9L5F1/ref=asc_df_B0D9J9L5F1?mcid=438f10001ab9332aaf950e88ddea1583&hvociid=8636765943081277997-B0D9J9L5F1-&hvexpln=73&tag=hyprod-20&linkCode=df0&hvadid=730434177080&hvpos=&hvnetw=g&hvrnd=8636765943081277997&hvpon=&hvptwo=&hvqmt=&hvdev=c&hvdvcmdl=&hvlocint=&hvlocphy=9017009&hvtargid=pla-2281435177658&th=1

Pete Foss shared a screen shot of a lighting system from Ready Made RC.



He has used their other ones before and thinks that these might be useful as well. They should be worth look into. Here's a link;

<https://www.readymaderc.com/products/details/86213-strix-mctwist-wing-noctua-led-package-choose-your-colors>



Keith Shaw shared the progress on his Darmstadt D-22. He noted that he is ready to start the covering now.

He also sent along an email with more info on the progress of this plane.

* * * * *

After many delays (operations, PT, caring for sick/aging friends), I finally have the Darmstadt D-22 ready for covering.

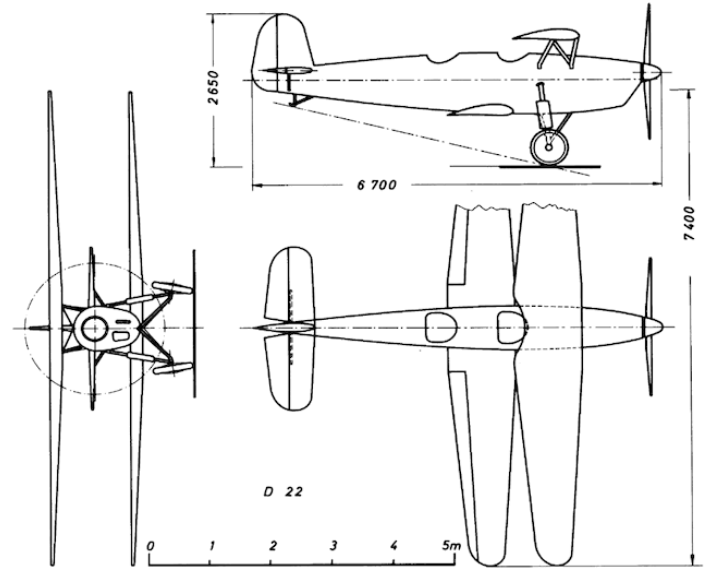
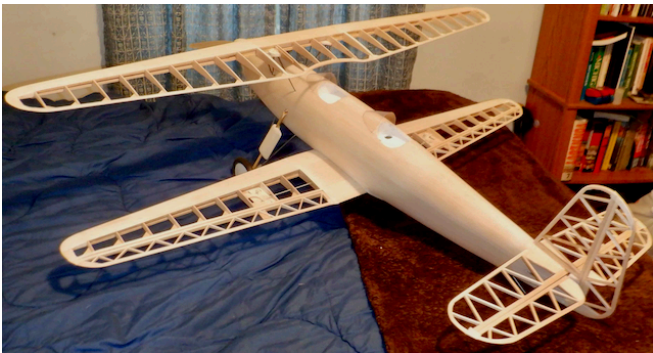
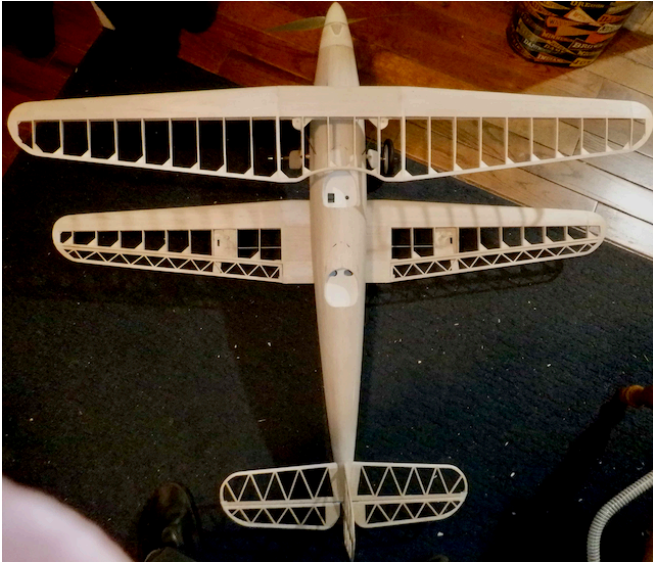
As a reminder, this rare bird was a 1931 German sport plane with a host of unusual features. The high aspect ratio, cantilever wings, were mounted with 100% stagger on a sleek fully skinned streamlined fuselage with an inline, inverted 4-cylinder engine. There were no inter-plane struts.

Two were built, and one competed in the national light-plane competitions, doing reasonably well.

It should be noted that due to the close range photos, a lot of distortion occurs. The overhead view shot makes it look like the lower wing is smaller, but I assure you, it is identical in size, span, and shape.

The 47" span airframe as displayed has the motor, speed control and servos installed and weighs 42 oz. With the red and white covering and 4S A123 pack, I'm hoping it will be about 3.5 lb. or so.

Keith



Upcoming E-vents

Indoor Flying in Brighton on Wednesdays (info in this issue)

Indoor Flying in Pontiac on Tuesdays (info in this issue)

Thursday, March 6, FREE indoor swap meet (info in this issue)

Wednesday, March 12, 7:30 p.m. EFO Zoom meeting, members notified via email notice. Any interested persons can contact me via kmyersefo@mac.com and I will add your name to the meeting list.

Upcoming Toledo R/C Swap Meet & Expo

Friday, April 4 & Saturday, April 5, 2025

9:00AM - 5:00PM FRIDAY

9:00AM - 2:00PM SATURDAY

Glass City Center - Main Floor

401 Jefferson Ave.

Toledo, OH

Admission: \$10

www.ToledoRCSwapMeet.com

www.facebook.com/groups/ToledoRCSwapMeet/

Manufactures, Distributors, and Businesses Welcome!

Questions Contact:

Hank Rauhaus

Phone: 330-419-2029

request info at: info@toledorcswapmeet.com



The Ampeer/Ken Myers
 1911 Bradshaw Ct.
 Commerce Twp., MI 48390
<http://www.theampeer.org>

Upcoming March Zoom Meeting:

Date: Wednesday, March 12 **Time:** 7:30 p.m.

Place: Zoom