

great for model "Aircraft-Carrier" type practice; but for cripes sakes, fellas, this is a GLIDER TOW! I kinda like; you know, need a bit more room....? We set up initially with an upwind takeoff across the field. After two attempts, it was very apparent that 60 feet of field wasn't going to be enough. The tow line was 26 feet long, we just couldn't get enough roll to get the tug up before we ran out of field. So; we did the only thing we didn't think the rig would do, and that's a crosswind takeoff. Without a steerable tailwheel on the tug, and without positive roll control on the glider, we were asking for a disaster. We needn't have worried, for Larry Sribnick (umpteenth billion hours on full-scale gliders) tamed the bucking "Spirit" and I horsed the tug into the air with about 2 (nah, coulda been 3) feet to spare- no problem 'atall, y'all! And folks, it looked just grand! We got the sailplane to 1000 feet in jig time, Larry got a 15 minute flight, and I landed the tug with my knees knocking and the biggest grin you ever saw. After a quick check-over on the tug we proceeded to put up 3 10-12 minute flights, shooting touch-and-goes, doing lazy rolls, loops, inverted flight, stall turns, and just generally messing around. The E-Z Fly 40 is in fact a very nice "Trainer", the control authority and honest flying characteristics this ship demonstrates will no doubt usher in a new era in the credibility of "ARF" type models. Hats off to Hanger 9 for this fine flyer.

**The real hero's** of this story are Larry Sribnick of SR Batteries, and Clyde Geist of AMP Products. Larry has been working on the development of NEODYM magnet motors here in the U.S. for several years. Endless fussing with prototypes, developmental headaches and difficulties have finally borne fruit! SR's Max 7 and Max 10 neodym motors offer far more power, at lower current levels and less weight than anything else flying today. Factor in Clyde Geist's AMP-Air side-by-side dual motor gearbox and suddenly the net power increase becomes more than that of the two motors taken individually! What appears to be happening is that ONE prop on ONE shaft has the base power of the TWO motors, PLUS the added efficiency gains of TWICE the brush area, and TWICE the commutator surface area. Simply put: 1+1=3. No kidding! The efficiency gains provided by spinning one prop and

shaft by 2 motors produces MORE power than 2 motors and 2 props! When the ease of assembly, minimum modifications to the airframe, lighter weight, smaller battery packs were all added up, we discover that an old electric adage no longer holds true. It used to be that we could fly the 40-sized ships with electric power, but to get "Wet" performance, we would sacrifice flight endurance; 3-5 minute motor runs would be the norm for an decently powered 40 sized trainer. The words "Electric Trainer"; like "Military Intelligence" simply did not belong together! The first because Electrics don't provide flying authority AND endurance; the second for the obvious (at least, to any ex-serviceman) reasons. With the SR MAX/AMP-Air power system, I get 10-12 minute solid flights on the 40-ARF, doing all the things a fledgling pilot would need to do. Guys, that is easily an 10 oz. fuel tank's worth of flight training on every flight! With a purpose-designed electric aircraft flight times increase even more- Clyde's Porterfield easily pulls down 20 MINUTES OF POWER-ON flying! There is only one thing left to do... Here Kitty, kitty... kitty.. Nice kitty.

### June Meeting

#### June Demo at Midwest R/C Field

The June meeting was held at the Rushton Road Field of Midwest R/C. Yes, it's back. Unfortunately, only a few of you attended, but we did have a nice time flying. The July meeting will be held at the Rushton Road Field and is very important, since it is just before the July Fun-Fly. Please try to make it.

On June 20 the EFO and friends put on an electric Demo for the Midwest R/C club. It was a wonderful evening of flying, almost a mini-fly in with lots of different types of planes. The EFO members in attendance were; Ken Myers, Jeff Hauser, Ernie LaBelle, Tom & Ernie Bacsanyi, Richard Utkan and Dave Weatherup. Guests of the EFO included Keith Shaw, Ray and Chad, Art and Bob and Midwest member Bill Brown.

**Highlights** included: Keith Shaw flying Ernie Bacsanyi's Goldberg Ultimate biplane - 60 powered; Keith flying Dave's Graupner Partnavia with twin speed 400's - THIS PLANE NEEDS AILERONS!; Kieth's Aveox powered biplane - the Flashback; Jeff's landing gear staying on the bottom of the wing; Ken's really warped tailed flying of his Senior Skyvolt.