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Ampeer subscriptions are \$10 a year US & Canada and \$17 a year world wide.

The Next Meeting:
Date: Thursday, November 9 Time: 7:30 P.M.
Ken Myers's House (see address above)

What's In This Issue:

From Debbie – Upcoming EFO Meeting – Twister Rating – HH Scout Info? - Thyng: Waco, F-16, Ellipstick, Camel and more – Oakland Yard Indoor Season – New Club in West MI – Pico Jet Combat – Profili question – Ban Electrics? - News from Greece – Tennessee Meet Results – CL-215 – Tu-4 Wins

From Debbie McNeely

"To all EFO members and friends I have made along the way, I am resigning, effective immediately, my position as Secretary/Treasurer of the EFO. I have held this position since the club's inception and have enjoyed knowing all of you. I have had many serious health issues over the past years including thyroid cancer, non-correctable heart disorders, foot and ankle reconstructions, pituitary tumor surgery, and most recently becoming diabetic, being diagnosed with rheumatoid arthritis, fibromyalgia, uncontrollable blood pressure, and loss of vision in my right eye. I wish all of you the best in everything. Thanks for the good times and the acceptance of a woman on the flight line. Sincerely, Debbie McNeely"

(It is with great regret that I received the above email from Debbie. Since February 1988 she has been our treasurer, friend and fellow EFO member. Through the good times and some bad ones, she has always been there for us. She has offered us her friendship, work and her home. She

has been the spark plug at our Mid-Am registration, and even with her failing health, she was there for us this past year. She has opened her house to us for our annual Christmas parties for longer than I can even remember. A thank you is not enough. From us all, our best wishes and thoughts, and a very sincere thanks for a job well done. We want you to know that no one could have done better. Ken Myers)

The Next EFO Meeting

The November meeting will be held at Ken Myers's house on Thursday, November 9 at 7:30 P.M. (*I work the evening of the 2nd KM*) Please bring all of your planes, equipment etc. for a grand show and tell. We've all been flying some pretty neat things all summer, but a lot of us have not had the time to give it a really close look and get an "owner's report."

We will also have officer nominations. Ken has a neat project for one of you Speed 400 fliers. Be sure to remind him!!!

Refreshments will be served, so stop over, share your "stuff", have a bit to eat and have an enjoyable evening. See you soon.

Plane rating: Twister by CSD. ** 1/2**

From: Andre McFayden
email: A_MCFAYDEN@aol.com

Speed 400 6V, 8 cells 950 AAU, Graupner CAM 5x5 prop. Fiberglass fuse and glass over blue foam wing. Easy to build, except for tight radio installation. Launches easily, flies moderately fast and is very aerobatic. As equipped, 10 minute flights of near-continuous fast aerobatics: large loops, rolls, split esses, immelmans, hammerheads, cuban eights, etc. Would be five stars except it's tough to slow down for landing.

Looking for Hobby Hangar Scout Information

From: Oded Mazor email: urimazor@inter.net.il

Hi Ken,

I wanted to ask if you're familiar with the Hobby Hangar "Scout" kit? It's a trainer and uses the same wing as the "Pondside" (also by Hobby Hangar). The "Scout" can be seen at their web site:
<http://www.hobbyhangar.com/test/kits.htm>
I'm looking for modelers who have flown it or seen it fly...

(If anyone has had experience with this plane, could you drop Oded an email, please. KM)

Plane Ratings: Kyosho F-16 & Modelair-Tech Ellipstick

From: Walter Thyng email: docwt@worldpath.net



Hi Ken,

Thanks for including the write-up on the Waco in the last Ampeer. I did make the change to the MaxCim and

15/8 prop. **WHAT A DIFFERENCE!** Full power take-off almost scared me. Vertical was amazing (VERY non-scale!). Top speed wasn't much different, but she was simply a more responsive aircraft. I also saved almost 8 oz of weight due to the BEC feature on the MaxCim controller and the lighter weight of the motor/gearbox/controller.

I checked the plane ratings and was amazed not to not find any on the **F-16 by Kyosho**. So here goes.

I would rate the Kyosho F-16 in stock form a ***. That's using eight 2000s. (Don't even think about only 7 cells!). I'm not an ARF guy and I had to put up with fit and finish that was really unacceptable to me.

That said, the instructions are more than adequate. This aircraft needs an aft c/g (at least according to what they show as the range). It will fly, but not get on step at the forward c/g and you will run out of elevator on landing and tear up the air inlet. That's the real weakness of this design. After I banged mine up quite a bit, I added a music wire protector and later belly fins to protect the inlet. This is a fine flying aircraft with no bad habits. If you have the courage to fly a truly nose-high jet-like approach, it will take it fine. It really glides very well after you run out of juice. Oh yes, hand-launches are tricky. I made a PVC pedal launcher and it works great!

I upgraded my power unit to an Aveox 1114 -4Y with an L260 controller and 12 1250 zapped cells. NOW I've got a **** plane! The airframe carries the slight extra weight with no problem and it really screams. I've had to add supports to keep the wire pushrods from flexing and causing flutter. Flight times are shorter (3.5 minutes) but that's about all my re-piped heart can handle.

Plane rating number 2 ModelAir Tech Ellipstick:

WAHOO! This low cost, easy-building Speed 400 bird is a blast! I'm using a 7.2v Speed 400 motor with flux ring, a 7/4 APC standard prop, and 7 zapped 600AE cells; Two FMA 80 servos, an MPI universal 4 channel rx and an FMA 20 ESC for an all up weight of 15 oz. TX is an Airtronics Radian. The only thing this bird won't do is spins. It does lose some inertia in tight maneuvers. I had to use much more elevon reflex than called for and the c/g was way forward of what the plans showed. Also I trashed the complicated motor mount (actually I broke it on the first flight). I'm using two pieces of triangle stock, two small "J" bolts and two small rubber bands. This holds the motor fine and flexes if the prop catches on landing. I can only give this bird an enthusiastic *** rating simply because I haven't

flown everything yet and you only allow one 5* rating.

My winter project is a VK Sopwith Camel. The same as Bob Benjamin wrote up in S&E Modeler. I'm also planning on using an AF 25G. Bob used a rather complicated multi-pack battery. I've done some measuring, and I'm going to attempt a circular battery pack mounted on dowels set into the firewall. This will mean a dedicated battery pack which I usually try to avoid, but I don't see this as an everyday, multi -flight aircraft.

What do you think?

(Sounds good to me, as WWI types tend to need the nose weight. KM)

More From Walt Thyngh

20 Sleepy Hollow Rd.
Wolfeboro, N. H. 03894
e-mail docwt@worldpath.net



Photo #1: Midwest Mustang 60. 65" span, area 727 sq. in.. Design weight 6 1/2 - 7 lbs.; electric flying weight 7 1/2 lbs. Power system: Maxcim MaxNeo 13Y; MEG 3.3 3/1 gearbox; 1 5/8 Zinger; twenty 2000mah cells; Maxcim ESC. Robart pneumatic retracts; Servos 2 Airtronics 102 and 2 8431s; Functions rudder, elevator, full span flaperons. Flight times 4 to 8 minutes depending on throttle use.

This was an easy conversion, and if I had gone all out I'm sure I could have brought it in at the 6 1/2 lbs. which is the wet power weight. Flight speed appeared to be close to scale. Performance was excellent. Take-offs in 40 feet from grass (with 5 degrees of flaperon). Flaperons allowed very slow (but steep) approaches. Large round loops from level flight. Scale rolls, gentle stalls. Stalls, however, were sharp (note: I reduced the dihedral to 4 degrees, less than recommended).

Finish (Ultracote) was supposed to be Bob Hoover's first P-51. Later I found out the color scheme was black and yellow. Sadly this aircraft was lost when an aileron servo failed as I dropped full flaps on final.

Photo #2 Battery access hatch on the P-51.



Photo #3: My Bud Nosen 1/4 scale Cibatia finished to resemble a local Decathlon. Span 9', Area 1,550 sq.in.; Electric Flying weight 17 lb. Power system: Astro 60G on 32 1 700s, AF 204D Esc; 5 Airtronics 102 servos. Covering: Ultracote.

Flying is prototypical. A slight dive for loops, barrel-like rolls. Take-offs are about 60 feet off grass. Landings are an absolute dream. Rock solid, slow and fully controllable. A gentle flying Sunday fun bird.

It would be hard to reduce the weight on this kit. It is largely stick built. Some birch ply can be replaced and ribs could be relieved. Builders need to be experienced as the plans are minimal and there is no help from the current manufacturer.



Photo #4. Nosen Cibatia: motor installation; ESC mounting and battery pack tray (removable)



Photo #5: Ready for takeoff.

Photo #6:
Me and Big
bird.



below:



Photo #7: Cowl
access to Battery
pack.



Here's the Platt Waco YMF-3. Top wing 60 in., bottom 56 in, Area: 960 sq.in. Weight 9 lb. 14 oz. with Astro 40G, 9 lb. 6 oz. with MaxNeo and MEG gearbox. Original power Astro 40G (straight cut) on 20 2000 mAh cells; changed to MaxNeo 13Y with MEC 3.3 3/1 gears on 20 2000 mAh cells, prop: Zinger 1 5/8. covering: Ultracote (do I like it? YES!).

I acquired this kit in partially built and damaged condition from the shop of a deceased modeller. It was started in 1986 and finally flew in 2000! All the old Ambroid glue joints were still solid, and I have not experienced any failures after some dozen flights, including a couple of badly botched landings!

As I stated in the rating article which you previously published, this is one great flying aircraft.

Photo #9: One VERY happy pilot after the first flight.
NC number means: year 2000 first model by WT.
(picture in previous article on Plane Ratings)

Photo #10: Nose on view showing PVC dummy engine

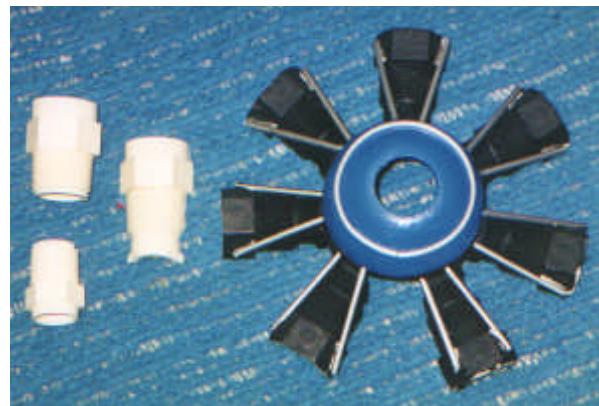


Photo #11: Parts and completed dummy engine.
Cylinders are made from PVC threaded couplings glued together and cut in half. Push rods are lollipop sticks. Cost per cylinder - \$.89. Total weight of cowling and seven cylinders: 8 oz.

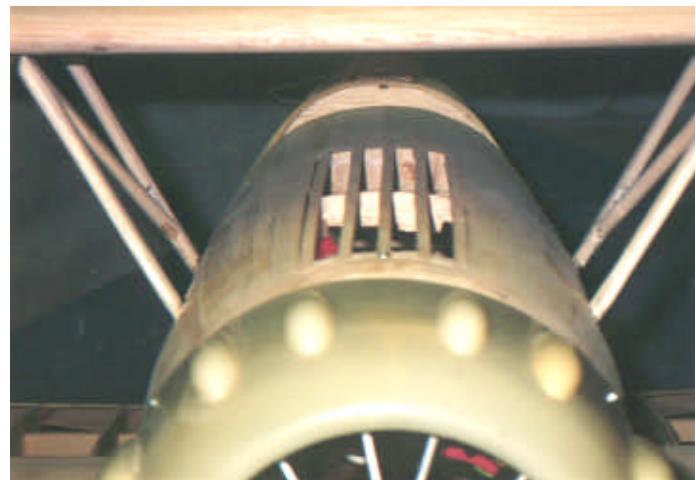


Photo #12: Shot of battery access hatch/cooling outlet.
Air enters through cowl and flows through fuel tank pocket in firewall (where batteries are now located) and out.

Please Send Ampeer Subscriptions or Renewals to:
Ken Myers
1911 Bradshaw Ct.
Walled Lake, MI 48390

Oakland Yard (Golf Dome Indoor Flying)
248.673.0100
5328 Highland Rd. (M-59)
Waterford, MI 48327
Model Aviation Winter '00- '01

With the success of last year's aviation club, Oakland Yard has again made time available in our 72,000 square foot dome for individuals interested in model aviation. Models range from delicate rubber powered airplanes to full contact radio controlled Zagi's. Zagi combat has become the ultimate spectator sport. Get into the action as a spectator or a daring pilot.

Oakland Yard allows the following types of models:

- 1) Free flight: CO₂, electric, rubber, hand launch
- 2) Radio Control (No combustion engines) - All R.C. pilots must be members of the AMA. Membership can be obtained by calling (1-800-IFLYAMA).

The cost is cheap for such an opportunity! Where else can you fly a model in the dead of winter?

Returning members \$120.00

New members \$140.00

(Members get free soda and coffee each night!!)

Individual visit \$15.00

Spectators \$1.00

Saturday, November 4th, 9:00 p.m. – 1:00 a.m.
 Saturday, November 25th, 9:00 p.m. - 1:00 a.m.
 Saturday, December 9th, 9:00 p.m. – 1:00 a.m.
 Tuesday, December 26th, FUN FL Y (FF adult 5-7 p.m., R/C 8-11 p.m., FF kids 6:30 – 8 p.m.)
 Saturday, January 13th, 9:00 p.m. – 1:00 a.m.
 Saturday, January 27th, 9:00 p.m. – 1:00 a.m.
 Saturday, February 10th, 9:00 p.m. – 1:00 a.m.
 Saturday, February 24th, 9:00 p.m. – 1:00 a.m.
 Saturday, March 10th, 9:00 p.m. – 1:00 a.m.
 Saturday, March 24th, 9:00 p.m. – 1:00 a.m.
 Saturday, April 7th, 9:00 p.m. - 1:00 a.m.
 Saturday, April 14th, 9:00 p.m. - 1:00 a.m.

YES, It is true!! We will have a date in May to fly in the Pontiac Silverdome. This will be a national event that will include a funfly, competition, and sale. Call soon to reserve a table or a retail space.

Remember Oakland Yard is available for special events. Need a place for club meetings? Contact Dave for availability or to offer suggestions and ideas.
 248.673.0100

A NEW RADIO CONTROL ELECTRIC MOTOR POWERED MODEL AIRPLANE CLUB IS FORMING IN THE KALAMAZOO AREA

Many of the ideas and tentative rules presented here have been taken with permission, from existing clubs in the Detroit area.

1. Club promotes the hobby of building and flying model airplane by sharing ideas skills and experience with other members. This club will be dedicated to the new and fast growing electric motor powered model airplanes.
2. Most clubs have memberships of between 10 and 30 members.
3. This club would have a dedicated members only flying field in the greater Kalamazoo area with a grass runway 50 feet wide and 300 feet long. Ideally the total area will be a minimum of 15 acres and be away from nearby residences, power lines and major highways. In addition it must be at least 1.5 miles from other radio control model flying to prevent radio interference.
4. Only electric powered (electric motor) planes would be flown at the club field.
5. All members would be required to be members of AMA with the AMA liability protection insurance.
6. Depending on the size and location of the flying field it might be necessary to limit the size of planes to 72 inch wingspan and to limit the flying of powered or non-powered controlled gliders and sailplanes.
7. Monthly meetings would be held with the emphasis on short business meetings and having sessions to help in building models such as demonstrations on covering, radios, motors, batteries etc. So far local hobby stores have expressed an interest in the proposed new club by providing a meeting place, demonstrations and sponsoring club meets and events. Also a monthly newsletter and possibly a web site is planned.

Anyone interested should call: Fred Marion at 616.624.1195 (a Lawton number local to the Kalamazoo area) for information on the date, time and place of an organizational meeting. This meeting is planned for the last week of September.

For further information, also write to:

Fred Marion
 511 Liberty St.
 Lawton, MI 49065

For Sale

By: Frank Eskie
 15864 Promenade Ave.
 Allen Park, MI 48101-1125
 313.382.6540

Kyosho Helicopter: \$200 EP Concept SR – New, never flown. Assembled, includes 4 standard servos & Airtronics MA-5 Speed Control

Trinity Battery Pack: \$20 Assembled Pana sonic P-170 7-cell flat pack

Hobbico Charger: \$20 AC/DC w/meter & timer

Futaba Radio Control: \$30 FP-4NBL 4-ch w/rx & batt

Electric Motor: \$10 Graupner Speed 600BB 8.4v

Multiplex Pica Jet and Pico Jet Combat

From: Ron Brandenburg
 P.O. Box 4417
 Union City, NJ 07087-8417

Ken,

Some members of my club have the regular Multiplex Pico Jet using the factory supplied 400 motor with 7 cells.... good flight characteristics and ease of launch make it a nice way to have fun with electrics.

I figured to go one better with their new Pico Jet Combat with stronger denser foam, Speed 480 motor and 8 cell 800AR battery pack . The reason for this note is to advise that anyone looking to fly the combat version better have a “football players” throwing arm if trying to launch on a calm (no wind) or light wind day. Once it’s up and **moving** the flight qualities are fine and the extra weight coupled with bigger motor and battery pack makes it stable in higher wind conditions, but it requires someone with a powerful throwing arm when launching or the plane ends up boring holes in the dirt.

My C.G. is correct and even moved almost to the point of instability to try and compensate for the force needed to launch the beast and am turning over 15000 rpm under static load so everything is according to specs. By the way, Hobby Lobby has a Speed 480 that according to their Electricalc program will turn my existing prop about 19000 rpm and this probably would have solved the launch problem but I decided to give the plane away to a club member who was thinking of sticking a small Norvel glow engine in it... interesting to see what happens.

I fly both glow and electric and it's interesting to note that weight is such a critical factor when dealing with electrics and one must be careful in choosing proper battery and motor combinations.

Hope this note is of interest to some of your readers, Ron Brandenburg

Profil Free Download – Where'd it go?

From: Ray Williams rwilliam@babe.net.au

Hi Ken,

My name is Ray Williams and live in a small town called Montville, Queensland Australia. I recently downloaded the Profili program and commenced to use it with great success. Having shown it to some of my fellow modellers they all wanted a copy, and that's when the fun started. I have managed to find the web site through your site but end up with the front page but, can go no further. Could you please help with a walk through of how to download and get my mates off my back.

(Sorry, I was unable to help. Can any of you out there help? Thanks. KM)

I have been flying electric only for 10 years and am lucky enough to have my flying site and work bench only 50 paces apart. In the hangar at this time I have a Lazy Bee powered by Leisure 05 via a gearbox, a speed 400 sportster from England called a Yorkee. This is a V tailed go fast with full symmetrical wing and is quite a handful. I am in the process of building a low wing Smog Hog to suit 05 geared unit and this should ROG nicely.

Happy Flying,
 Ray Williams

(Follow up email)

Thank you for returning my e-mail. If you have any information on the Roncz low drag flying wing section in Profili. I would like to design a 400 size flying wing around that section. Any help would be greatly appreciated.

(Any help out there on this one?)

Kreutzer K5 Air Coach Info Request

From: Richard Lambert pod@xtra.co.nz (Galt Family)

Information wanted on Kreutzer K5 Air Coach, last heard of at Anoka County Airport, Minneapolis. Photos of undercarriage and engines plus any detail that will help me to build a large scale R/C model.

Also can anyone help with email addresses of:

Bob Taylor - Antique Airplane Association EAA
Musuem

I am happy to pay for photos and mail.

Kind Regards
Richard Lambert

Help! My city wants to possibly ban electrics!!!!

From: Kerry Lawrence KI7307@aol.com

Ken,

I am writing you for some help. I am an electric flyer that enjoys flying park flyers in a park near my home. Our city is proposing banning "model airplanes" from our city parks. I guess they think all airplanes are noisy.

I understand their concern about the noise the glow engine flyers make. But electric planes don't have this problem. I am looking for some letters, statements or web sites that explain how silent these electrics are and that there is a real difference between a silent electric park flyer and a noisy glow engine plane.

Perhaps you have had to deal with this before in your area. I'm afraid the "reputation" of the glow flyers, (noisy, chain saws in the skies), has tainted their understanding of all model airplanes.

If you could give me a list of "why electric s" or "things to say to them".

A letter would be good also. Telling who you are, why you fly electric and if your city thought about banning planes also and what made them change their minds.

I need some help making them understand about silent electric planes.

Any suggestions will be welcome.

Thank you,
Kerry Lawrence
Cedar Rapids, IA

*(I wrote back with the suggestion that simply demonstrating his park fliers before a few influential city fathers would probably be most useful. If you have some other ideas, you could send them along to Kerry.
KM)*

News from Greece

From: John Konstantakatos jkon@otenet.gr

Dear Ken,

I did the usual carrying and flying during my summer vacations (15 models this time). You should see how I got anchored by some sharp branches of local

bushes, when I tried to retrieve a model that landed in them.

I have also finished the construction part of the X-250. I have read so many comments about the model being great, so I decided to modify it. It's a two wheel version, with one aileron servo in each panel. It will start with the MTM 380 motor 5:1 and 10X7 APC slow prop., or the 8:1 and the three blade black prop that MTM says its 9X9 and Hobby Lobby lists it as 9X7. These combos are more powerful than the recommended speed 400 and need only 7-8 cells. For your information Graupner offers also the 2.33:1 in the 6 Volt and the 1.85:1 in the 7.2 and 6 Volt versions. In any case one can change the 7.2V motor offered with the gear with a 6V.

When I fly the model I will do a complete report for the Ampeer.

Thank you
Best regards
John Konstantakatos
jkon@otenet.gr

First Annual Middle Tennessee Electric Fly Report

From: Craig Logan jclogan@edge.net

The first annual Middle Tennessee Electric Fly is history! This event was held by the Coffee Airfoilers of Tullahoma, Tennessee on September 30, 2000. There were 14 registered pilots and approximately thirty total in attendance. The day dawned crisp and clear and remained sunny with scattered clouds and light winds throughout the day. The morning was filled with a variety of sport flying including slowflight demos by I.F.O.'s, a Butterfly, numerous Hobby Lobby planes including a Miss Bohemia, Sunny Boy, Sukhoi, Wingo, Albatross biplane, Bleriot, Terry, Stearman, and others. A twin Wingo piloted by Scott Shaw of Nashville released an R/C parachutist piloted back to earth by Mike Hines, also of Nashville. What a sight it was seeing that tiny ram-air chute being steered through the sky!

Other sport flying included flights by a Mini-Amptique, Zagi, Electrostreak, CSD Twister (what a cool plane), two of Mark Kummerow's designs, and several scratch-built efforts.

Pilot's choice certificates were given for the following:

Best Slow Flight Performance: Pilot: Mark Kummerow, Planes: IFO, Butterfly

Best High Speed/Aerobatic Performance: Pilot: Eric

Bjorn, Plane: CSD Twister

Best Scale Plane & Performance: Pilot: Carl Hurst,
Plane: Scratch-built C-130 crafted by Ralph Bonner

Following lunch on the field, An AMA 609 seven-cell challenge was held. Three five-minute precision duration flights were held, with nine planes entering the fray. Winners were:

First Place: Herb Rindfleisch

Second Place: Mark Kummerow

Third Place: Tony Kummerow.

Special thanks go to Jim Martin of Hobby Lobby for providing a great door prize, and to the Coffee Airfoilers club members and wives who helped put on the event.

The Coffee Airfoilers have a 40+ year history of holding annual AMA sanctioned events, and have been fortunate to have had the same wonderful flying field during that time. This was our first electric event, and we are delighted to have had perfect weather, good participation considering this was a first-time event, and a safe day with folks having lots of E-flying fun.

With electric popularity increasing rapidly, we believe that the mid-south area is ready for an annual regional electric event. It is our intent to grow this E-fly into such a regional event, and we are already looking forward to next year. Hope to see more of you there!

Craig Logan, CD September 30, 2000

CL-215

From: David Summers ironsidz@attcanada.ca

Ken:

I took the attached photo of the CL-215 water bomber owned by Robert Pike at the Fun Float Fly organized by the Electric Model Flyers of Southern Ontario (EMFSO) that took place in September at Port Perry (about an hour NE of Toronto).



X-250 Plane from SR....

From: Grant Calkins CasinoOp@thegrid.net

Hi Ken,

Just wanted to reiterate my pleasure at how well the X-250 plan flies, and especially the 2000 mAh NiMH batteries I'm using in it. Today I got 4 flights that were all over 10 minutes, and the batteries weren't even especially warm. Though these batteries add about 5 oz to the all-up weight, it's definitely worth it for the longer flights. I'm using a Speed 480 motor with a 2.3:1 (I think) gearbox from Dymond Model Sports and 8x6 prop. Only complaint here is that these gear boxes have a way of vibrating their little screws loose no matter how well you install them. After today's 3rd flight, I found 2 of the 3 screws that hold the gear box to the motor completely out and clinging to the motor by its magnets! That's a little scary.



Photo of Grant's X-250. Another photo of Grant and his plane on the next page.

**Romance Rekindled**

From: Craig Oakeshott Oakeshott.Craig@saugov.sa.gov.

Ken,

As a child I spent many hours pulling everything my father owned to pieces and trying to put it back together, as I got older more things want back together and Dad introduced me to modelling, all kinds, boats, planes, cars, land yachts, electric round the pole, you name it. Our back lawn had a permanent electric RTP circuit set up for every weekend. I flew 2 channel R/C gliders etc. and had a ball but couldn't afford to go further. Once I found girls and real cars the interest waned a little and eventually altogether.

NOW, 25 years later Electric R/C has really bitten me and once again I am balsa bashing and if I can set myself up properly foam fumbling as well. I have 3 main models that I am aiming for.

I have purchased a Spitfire Mk 9 Balsacraft kit, I am designing a ME 163 and the last, a bit further down the track, is a ME 262 ducted fan.

I am still getting used to flying again and am taking a leaf from your book and creating quicky trainers for myself of similar configuration as the next major projects. So at the moment I am building a low wing monoplane to prepare me for the Spit. Probably run on a geared speed 500 race and 8 2000 mAh cells.

I am therefore interested in any ideas you may have for the ME 163. I think there are kits available but I must admit to liking designing and building

as much as flying. Do you have any thoughts or any sources of plans for the ME 163. I have been following your columns with great interest.

(Can anyone drop Craig a line about the availability of ME 163 plans? Thanks. KM)

George Maiorana and Dave Pinegar Did It Again

This message brought to you by EFLIGHT! (Reprinted here verbatim with permission of the original poster.)

Hi folks,

Well, George Maiorana and Dave Pinegar did it again!!! They teamed up at the U.S. Scale Masters this past weekend (Oct. 14 – 15) and won 3rd place with the TU-4 Bull (B-29) that they took 1st place with at the Mint Julep in May and 1st in Team scale at the AMA Nats.

They also received awards for "Most Realistic Flight", "Engineering Achievement" and the "Pilots Choice" award!

For those with short memories the plane has a wingspan of 121", weighs 27.5 lb. and uses 4 MaxN EO-13Y Brushless DC Geared Motors on 12 cells each.

We have a page of photos of the plane and pilots from the Mint on our web-site at <http://www.maxcim.com>

Definitely a good showing of modern electric power systems. (Yes, I'm proud of them!)

Thanks for letting me share this with you.

Cheers.

Tom Cimato
MaxCim Motors, Inc.
Orchard Park, NY
<http://www.maxcim.com>

Mid-America Thank You

From: George Heiman Catgeo@aol.com

Hi Ken,

Just a quick note to thank you and Keith for the great event you run. It's always fun sharing information and flying with other E-Fliers. I'm sending along a couple of photos of some new projects.

The first is of a Todd Long Tiny. It weighs 4.5 oz. and flies far better than I expected. The motor is a DC1717 geared 11.8:1 with a Braun prop. I use 9 of the new "double time" cells (100 mah NiMH 1/3AAA) available from Cloud Nine and a Hitec Feather receiver with HS-50 servos. It flies 5-7 min. on CALM days.



The second photo is of a Dare Hobbies Curtis Jenny. It weighs 11.5 oz. and, once again, only sees action on calm days. I use the standard setup, speed 280 geared 3:1 with a Gunther prop on 8 cells (350 mAh NiCads). It also uses a Hitec receiver and HS-50 servos. The power is adequate, but not inspiring.

Flying electric planes at this end of the envelope is very interesting. Sometimes it seems as though you're



flying a leaf.

As always your work on the Ampeer is very much appreciated.

Reminder:

**EFO Meeting will be the 2nd Thursday
of the month,
November 9 at Ken's House.**

See You All Then



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

The Next Meeting:

**Date: Saturday, Nov. 9, 2000 Time: 7:30 P.M.
Ken Myers's house – 248.669.8124
1911 Bradshaw Ct., Walled Lake, MI**