## The EFO Officers 2018

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### Board of Director: Ampeer

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### The Next EFO Flying Meeting:

Sat., Nov. 3, 10 a.m., Midwest 7 Mi. Rd. Flying Field

## What's In This Issue:

- Indoor Flying 2018-2019 - Midwest RC Society R/C Swap Meet
- Help in Locating a Lost Plane?
- About Contacting Ken Myers - September EFO Flying Meeting
- Galloping Ghost & a Sterling Mambo - Poorly Written User Manuals & Thoughts on Hitec Aurora 9 - A Thought Generated by the FlySky i6X Review
- Mark Freeland In the Model Aviation Hall of Fame
- Puddle Master Question Rare Planes in My Queue from KS - Upcoming Events

## Indoor Flying Season, 2018-2019, Southeast Michigan

**Tuesdays, October 30 through April 16, 10 a.m. - 1 p.m.**

The Best Indoor Flying Venue in Metro-Detroit

**Ultimate Soccer Arenas**
867 South Blvd.
Pontiac, MI 48341

- Single Flying Session - $10
- Any 5 Session Punch Card - $40
- 25 Session Season Pass - $120
- All pilots MUST have proof of AMA Membership

**Note:** If you are not an Academy of Model Aeronautics member, a special 3 month trial AMA membership is available. [https://www.modelaircraft.org/membership/enroll](https://www.modelaircraft.org/membership/enroll)

**Spectators Welcomed**
- Trainer Planes on Site
- Come Check it Out!
- Register Online at [http://www.skymasters.org](http://www.skymasters.org)
- or Call Fred at 248-770-3239

**Support your local hobby shop because they support us!**

**Wednesdays, November 7 through April 24, 12:30 p.m. - 2:30 p.m.**

Legacy Center
9299 Goble Drive
Brighton, MI 48116

- Drop in Flying Session - $10
- Spectators Welcomed and free

**Keep up to date by checking our website.**

[http://hamburgflyers.org/forum/](http://hamburgflyers.org/forum/)

**Midwest R/C Society RC Swap Meet**

Sunday, November 18th, 2018
8:30 AM to 11:30 AM

(NOTE - this is NOT the usual 1st Sunday in November!)

**Location**
Northville Senior Community Center
303 West Main Street  
Northville, Michigan  
AKA  
Latitude 42 43 04 North  
Longitude 83 48 60 West

Our Admission Charge Hasn't Changed in Years!  
$5.00 per person  
(active duty military, kids under 12, and women are admitted FREE!)

vendor table cost  
$20 - $25 per table - payable in advance, depending on table location  
The vendor table costs include ONE ADMISSION.
Advance Table Reservations are Recommended, since it costs more at the door!  
Vendor Setup Time is 7:45 AM

For Information  
Call Rudi Reinhard at 248-631-8205 or email: therudi@icloud.com

directions  
Take the 8 Mile Road exit off of I-275  
Go west 2.5 miles to Center Street  
Go south on Center Street 0.5 miles to Main Street  
Go west on Main Street  
The Northville Senior Community Center is located at 303 Main Street in downtown Northville  
There is free parking in the back of the building off of Cady Street.

THE BEST & LARGEST (AND MAYBE THE ONLY) SWAP IN SE MICHIGAN!

IMPORTANT NOTICE!  
DUE TO SCHEDULING CONFLICTS AT VENUE, THE ANNUAL NOVEMBER SWAP SHOP WILL BE ON SUNDAY, NOVEMBER 18, NOT the 1st Sunday in November!  
ALSO NOTE THE TIME CHANGE TO 8:30 AM TO 11:30 AM

Is There a Device to Help in Locating a Lost Plane?  
A Question From Phil Pearce via email

Hello again Ken,  
I am still flying SAM competition and still flying my 1975 Cessna Skyhawk II. I will turn 83 in December.

Three weeks ago, I lost my Lanzo Bomber. A cowboy found it, and accidentally found us walking while looking for it.

I have wondered why we don’t have a small, lightweight, GPS transmitter that could be read with an I-phone.

The police have a unit that they plant on a car to track it.

I am familiar with the old technology of the “direction finder” equipment and some of our guys use it. Their unit with both components costs over $400.00.

I don’t want to do that!  
Any help appreciated.

Regards,  
Phil Pearce

*****

I am hoping that some Ampeer readers might be able to chime in, but I did a little research. The following is ALL Speculation and based on some research that I did.

I found that there are units for locating lost pets. The unit that goes on the pet is not too heavy for most of our applications and has its own power supply, which is essential if the plane “crashed” and the plane’s power supply becomes detached. I did find that some of them do use GPS and some use Bluetooth.

At first I thought that Bluetooth would not work for our purposes, because of its short range, but I rethought that.

In most of our RC applications, when we lose a plane it is in the “the woods”, or “in the corn”, or “in the long grass”, or the like.

Both the GPS units and Bluetooth units require an application (app) on a smart phone to receive the signal.

These MIGHT be useful to us. Maybe an Ampeer reader can help if they’ve tried them.
Whistle 3 Pet Tracker (GPS)
https://www.whistle.com/how-whistle-3-works/
Dimensions: 1.45” wide, 1.92” long, 0.61” wide
Weight: 0.92 oz.
$79.94 at Amazon
https://www.amazon.com/Whistle-GPS-Tracker-Activity-Monitor/dp/B01N7MWKWy/ref=sr_1_1_sspa?ie=UTF8&qid=1537622320&sr=8-1-spons&keywords=whistle+3&psc=1

Video Review of Whistle 3 Pet Tracker
https://youtu.be/0z5YFvKar3c

Tile Mate and Slim Combo Pack - Key Finder.
Phone Finder. Anything Finder (2 Tile Mate and 2 Tile Slim) - 4 Pack (Bluetooth)
utm_campaign=952824424&utm_source=google&utm_medium=cpc
&utmcamp=1425746531992460724&utm_cad=1402441398&utm_term=Tile%20Mate%20and%20Slim%20Combo%20Pack
I could not find weight and dimension information, but they are small and light.
$49.99 at Amazon for a 2 Tile Mates & 2 Slim Tile Mates
https://www.amazon.com/Tile-Mate-Slim-Combo-Pack/dp/B01MF9VQOP/ref=sr_1_5?
ie=UTF8&qid=1537622436&sr=8-5&keywords=Tag+pet+tracker

Video of Distance Test of the Tile Mate and Trackr
https://youtu.be/bCJUErVNtjs

Video Comparing the Tile Mate to the Trackr
https://youtu.be/Fuc1h4-yEYU

Again, I have no firsthand knowledge of any of these devices. I have no idea if these will actually work in our planes or not, but they might be worth the investment to find out. (Hint: Does that mean a future Ampeer test review? IDK at this time. Ken) I am not recommending them. I am just sharing some of my research for possible follow up by myself or others.

About Contacting Ken Myers

I am available by phone at 248-669-8124. That is a home land line. If I am near the phone when it rings, I screen all of my calls. Start talking when it goes to the recording, and if I am nearby, I’ll answer. If I am not, please leave a message and I’ll get back to you as soon as I can.

I have several email addresses that I use to send out the notice that the latest edition of the Ampeer has been posted. The reason for several addresses is so that when I send out the bulk emails, my email service provider does not notify me, or shut me down, for spamming.

I use kmyersefo@mac.com and kmyersefo@theampeer.org daily. The other addresses are only used once a month to do the monthly notifications.

If you reply to any address except the mac.com and ampeer.org addresses, I won’t see it for at least a month. I am not ignoring your response or question, I just don’t see it until the following month.

If you wish to receive the monthly Ampeer notification email, send your request to kmyersefo@mac.com or kmyersefo@theampeer.org. I will let you know that I received your request and have added you to the list.

My list is absolutely private and shared with no one.

Ken Myers
kmyersefo@mac.com
kmyersefo@theampeer.org

The September EFO Flying Meeting
The EFO Flying meeting was held on Saturday, September 1.
At 10 a.m. the sky was very overcast at the Midwest RC Society 7 Mile Road flying field in Salem Township, MI.

Owen Morgan Gets Ready to Fly His Bipe

The winds were about 10 mph and gusting from the south. It was not a good day for flying, with the wind from the pilot’s back.

The turn out was quite good for the first day of the three day, Labor Day, holiday weekend.

Ron Krause flying while Dave Stacer looks on

Despite the constant wind and gusts, there was quite a bit of flying, and definitely a lot of flying stories.

There was an incident that reminded all of us about being careful when arming an electrically powered plane. A plane’s ESC had become faulty, and when the battery was connected, it went to full power. The ESC had worked perfectly the last time the plane was flown and there was no indication that it had become defective. This incident is presented as a reminder that we must always be extremely careful and vigilant when arming our models.

This was another good reminder that loading a battery through the prop arc, like on the Flite Test Simple Cub, is not a good idea! You never know the actual status of the electronic components.

About noon, the sun had broken through the clouds and it really started to heat up, quickly reaching the mid-80 degree Fahrenheit range.

Rick Sawicki Readies His Plane in the Bright Sunshine

Some of the planes Rick brought along to fly

There were several tips and exchanges of information during the bull sessions in the pit area.

A good time was had by all as they made the best of an “iffy” flying day.

Bill Brown had a chance to introduce a young man to flying RC models using his little Champ.
Bill’s Ground School

First Bill gave him a ground schooling and then took him into the air.

Bill suggesting that flying directly overhead is not a good idea

I obtained a Tobe Galloping Ghost Actuator from Jay Mendoza in Mission Viejo here in southern CA. They work with a standard modern RC system using the receiver’s aileron and elevator channels for flapping rudder and elevator. Throttle control is via the ESC. They are available from sources in the UK.

I downloaded plans for a 48" span, full size, Sterling Mambo from Outerzone to a flashdrive and had full size plans printed out at a Fedex office that has large printing capability.

I built the Mambo full-size, mistakenly thinking that the Tobe GG actuator had enough power to give sufficient flapping rudder and elevator authority.

The original, full size, 48" span Mambo flew on a .19-.23 glow engine.
To make a long story short, the small Tobe actuator was not nearly powerful enough for the full size electric powered Mambo, and I was only able to keep the model in the vicinity rather than fly the racetrack pattern required at our club field.

Otto Diffenbach has had good success flying smaller electric powered .020 sized model designs from the 50's using the Tobe actuator. You can see his exploits on You Tube.

I am going to install standard servos and fly my electric powered Mambo like an "old timer" 3 channel model.

I had Callie Graphics make up original Mambo "hands and drum" wing logos and tried, somewhat, to emulate the original color scheme to the extent of using Sig sanding sealer and Cub Yellow dope on the all sheet balsa fuselage and transparent red iron-on for the wings and stab.

The motor is an old Scorpion 2215-?? on a 2200mSh 3S LiPo, which is really overkill.

I think that the model is "cute".

Nostalgia makes us do funny things!

Poorly Written User Manuals and Other Thoughts on the Hitec Aurora 9

From Gary Gullikson via email

Gary sent this along based on what I had to say about the FlySky i6X radio, which was reviewed in the October 2018 Ampeer.

I don't have any experience with it (the FlySky system KM) but am not surprised at the "CON's" in the review.

I have had similar complaints about my original Hitec Aurora 9 system, but mostly about the poorly written user's manual. Hitec apparently doesn't believe in using English fluent people to proof read and use the manual in setup and operation of various types of models.

I had a lot of grief trying to follow the manual in set up of adjustable trim 3-position flaps with servo slowing and optional down-elevator mix.

I have used Hitec systems for years but am not a "fan boy". I have had good support from Hitec and some set-up help from individual "techs" via phone and e-mail.

I have read about similar flap set-up confusion with Spektrum and complaints about their manuals.

It seems that those who have no problems with manuals and on-screen menus either won't admit it or somehow have extensive enough experience to find their way.

I prefer Spektrum's "model match" feature from a field safety standpoint. It is possible with the Aurora 9 to land an electrically powered model, forget to disconnect the motor battery, and have it eat a model in the pits or a bystander when I try to takeoff with another model. It is possible to activate
any number of models with Hitec receivers that are bound to the same Aurora transmitter.

I understand that most, if not all, systems other than certain Spektrum systems have the same safety issue but don't think that most RC'ers are aware of this.

BTW, I recently fried an Optima 7 receiver by plugging in the Supplemental Power Connection (SPC) onto the wrong pins. I called Hitec and was told to send receiver in and it would be repaired if possible, or I'd be offered a replacement at a discount.

A week later I got my receiver back, it had the same outer case but new innards and antenna. The repair was completed a no charge.

I should have been wearing glasses, in good light, when I was plugging things into my receiver. The SPC "guarantees" sufficient power to the receiver alone, servos are powered by the speed control's BEC. This also provides a read-out of motor battery voltage in flight on the view screen without any extra telemetry devices.

Having a 4-cell flight battery pack with a switch makes the awkward Aurora system binding procedure much easier.

I recently downloaded the current firmware and using my handy dandy HP-22 PC interface device, to eliminate accidental switching from "normal mode" to "scan mode", and loss of binding, while doing range checks.

Some Aurora users may not be aware of firmware update to eliminate accidental switch to "scan mode" and loss of binding.

Another Thought Generated by the FlySky i6X Review
From Joe Hass via email

Did a quick read of the (October 2018 KM) AMPEER and a review of the radio. (FlySky i6X KM) From my point of view the "savings" are not worth it.

Somebody somewhere is writing code for it? YIKES! Manuals that don't make sense? YIKES! YIKES!!

While I have no inside knowledge, I see that the Tactic 660 is still available.

Mark Freeland Inducted Into the AMA Model Aviation Hall of Fame
From Joe Hass via email

Attached is my write up and a couple of pictures that I have submitted to Model Aviation. OK to use in newsletters. The group shot is courtesy of John Hakala. Barb Ash took the solo shot.

Well deserved recognition for Mark.
We are really fortunate to have such talent in this area.

Joe Hass
248-321-7934

****
Mark Freeland with his HOF Plaque


Mark, the owner of Retro RC (http://retrorc.us.com/), has a long history of creating fantastic products, supporting clubs, participating in Science Olympiad events and promoting S.T.E.M. educational programs.

Mark joins southeastern Michigan inductees Bob Bienenstein, Pete Waters, Keith Shaw and Ken Myers who were all present. Other Michigan HOF inductees who could not attend the festivities include Art Adamisin and Jim Newman.

Southeastern Michigan is fortunate to have a wide array of clubs, a plethora of hobby shops and numerous aeromodeling manufacturers.


The evening included District 7 VP Tim Jesky who spoke to the crowd and graciously supplied the celebratory cake as well as pilot’s prizes donated by the participating companies.

Joe Hass
M.I.A.A.

* * * * *

Paul Combs Puddle Master
From the January 2002 Ampeer
http://theampeer.org/ampeer/ampjan02/ampjan02.htm

Puddle Master Question
From Walt Thyng via email

Hi Ken, long time, no talk.

I need to limit myself to models of 60 inches or less for weight reasons, so I'm resurrecting a Puddle Master I bought all built, but never got around to fly. It should make a pretty good snow bird. Anyway when I powered it up it wanted to drive the nose down when I held it at the CG. Do you know what the thrust angle/incidence was on the PM?

Thanks in advance for any help you can provide.

Walt Thyng
PS I still read every issue of the *Ampeer* the minute you post, but I'm wondering why you don't provide a live link?

*I told him that I wasn’t sure, so I decided to ask the Ampeer readers. Maybe we can give Walt a hand his project. KM*

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EFO vice-president, Richard Utkan, shows off his Puddle Master at the April 2001 EFO meeting as noted in the May 2001 *Ampeer*.

[http://theampeer.org/ampeer/ampmay01/ampmay01.htm](http://theampeer.org/ampeer/ampmay01/ampmay01.htm)

Walt, I don’t post a direct link to the *Ampeer* because there might be something new and interesting on the HomePage. Also because a person can then chose whether they prefer to look at the html version or the pdf version.

Ken

**Rare Planes in My Queue**

From Keith Shaw via email

Hi Ken,

Thought I’d send you a Christmas present of photos of the rare planes in my queue to build.

First was the Darmstadt D-22, the 100% stagger biplane with no interplane struts. I think this will get built in the next couple of years.


Darmstadt D-22

Second, the wonderfully hideous Belphegor (polish for ogre), jet powered ag-bipe with fixed trike gear.

Imagine it sitting on the flight line at a macho Jets-Only meet! Reason enough to build it.

At 1/6th scale it would be over a 12’ span!!!!!! A 1/12th scale would be *slightly* more practical, if the word practical has anything to do with the Belphegor...

Take care,

Keith
The Next Monthly Meeting:

**Date:** Saturday, November 3, 10 a.m.

**Place:** Midwest RC Society 7 Mi. Rd Flying Field

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**Upcoming E-vents**

**Tuesdays,** 10 a.m. to 1 p.m., indoor flying, Ultimate Soccer Arenas, Pontiac, MI

**Wednesdays,** 12:30 p.m. to 2:30 p.m., indoor flying, Legacy Center, Brighton, MI

**November 3, 2018, Saturday,** EFO flying meeting, 10:00 a.m. Everyone with an interest is welcome. AMA membership required to fly - watch for possible date changes on the EFO Web site.

**November 18, 2018, Sunday,** Midwest RC Society Annual Swap Shop, 8:30 a.m. to 11:30 a.m., Northville, MI (Details in this issue)

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We did have a hot summer this year, but nothing like 1988. The cartoon is from the November 1988 Ampeer.

http://theampeer.org/ampeer/ampnov88/ampnov88.htm

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The Ampeer/Ken Myers

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