

the

Ampeer

November

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2020

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No Mailed Ampeer Subscriptions

The Next EFO Flying Meeting:
Sat. Nov. 7, Noon, Midwest RC Society 7 Mi. Rd. Field

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Ampeer Subscribers, Your Spam Blocker is Working! - The September 2020 EFO Flying Meeting - The United Flying Organization (UFO) Richard Utkan Memorial Fly and Corn Roast - Selecting A Plane for a Specific Battery - 2020/2021 Indoor Flying at the Ultimate Soccer Upcoming Events

Ampeer Subscribers, Your Spam Blocker is Working!

Once a month, usually between the 15th and 20th, I send out a notice to *Ampeer* subscribers that the latest issue has been posted to <http://www.theampeer.org>.

Over the past few months I have been receiving a lot of Mail Delivery System notices "Undelivered Mail Returned to Sender" with the note, "Message blocked due to spam content in the message."

I send out the notices using batches of 50 as BCC. I use batches of 50 to keep the different mail services that I use from blocking me when I am sending. This could be what the spam blocker is identifying as spam.

I use the following addresses to send the emails.

- kmyersefo@aol.com
- kmyersefo@yahoo.com
- kmyersefo@theampeer.org
- kmyersefo@mac.com

If you are an *Ampeer* subscriber, you might want to "tell" the spam blocker to accept those four addresses.

If you have not been receiving the *Ampeer* notice for the past few months, it may be your spam blocker settings.

Anyone can subscribe to the *Ampeer* by sending me an email to kmyersefo@mac.com and letting me know that you wish to receive the notice.

It is just as easy to unsubscribe. Just let me know that you want to unsubscribe via that email address.

My subscriber list is kept entirely personal and not shared with anyone, ever, for any reason.

If you simply wish to know when the latest *Ampeer* has been posted, go to <http://www.theampeer.org> between the 15th and 20th of the month. That is when I post the latest issue.

Also, it is absolutely best to use kmyersefo@mac.com when sending me email. Please just don't just hit the reply button.



The September 2020 EFO Flying Meeting

The EFO flying meeting was held on Sunday, September 6 at the Midwest RC Society 7 Mile Road flying field.

The weather guessers had predicted somewhat high winds and possible rain showers for Saturday, September 5. As it turned out, that did not entirely happen. Hindsight is always 20-20, especially in 2020!

The sky was completely cloudy on Sunday morning, but the temperature was in the upper 60s to lower 70s. As predicted, the wind speed rose steadily during the flying session.

Pete Foss was able to join us, which is always a pleasure.



Keith Shaw got to fly the WACO for the first time. The plane originally belonged to our great friend, Rich Sievert, of the Midwest RC Society.

After Rich's passing, the plane was given to Keith to fly as a memorial tribute to Rich.



Near the end of August, as Keith was preparing the plane for him to fly, he sent me an email, which follows.



Keith Assembles the Waco for Its First Flight

"I have finished the setup for Rich's Waco and am just waiting for a reasonable (read that cooler) day for a check ride. I am stunned at how heavy it is, as it actually hurts my arthritic shoulders to lift it. According to weighing components, it is about TWENTY POUNDS. At 1/5th scale it has a 72" top wing and 1540 sq.in. of area, giving it a wing loading of 30 oz/sq.ft. and a cubic loading of 9.1.

I had demounted the motor to check out props on my test stand, eventually settling on the 10S2P A123 pack from my Bearcat and a 20x12 Xoar wood prop, pulling 48 amps at 6000 rpm, making 1500 watts for 75 watt/lb. All the numbers say that it should fly okay. The optimal prop would be closer to a 22x10 or a 24x10, but I don't have the prop clearance, even with the larger wheels I have installed.

I had to completely redo the wiring harness to get rid of the miles of 10 gauge wire and endless Deans plugs, as it looks like he had set it up for four separate 5s A123 packs in a series-parallel configuration.

While I admire the finish on the plane, it is amazing how heavy it is.



Keith's Stearman in 1989

My Stearman is just a little smaller at 66" span, 1200 sq.in., and weighs only 9 lb. with a 10s pack and the original Astro brushed 60. Even with nicads it only weighed 10.3 lb.

I think I have mentioned that one of my future projects would be the simpler Waco RNF. While it had the same span and area as the YMF, it used a lighter structure, smaller engine and much lower cost as an attempt to attract Depression era sales. I have had fleeting thoughts of building it at huge sizes like 40% scale, but now I think I will build it at 1/5th scale to match the size of the YMF. I want to see how much lighter I can make it as a challenge to my designing and building skills. Quick estimates indicate that 8 lb. might easily be within reach. The RNF was only mildly aerobatic, so it will require a much smaller power system than the 450hp Black Baron.

Whatever the outcome it will demonstrate that converting existing glow planes may be less than ideal.

Keith

I arranged to get one of Mark Freeland's new Chicken Hawk kits when we met at the HOF (Hall of Fame) celebration on Saturday.

<http://retrorc.us.com/retroemoth-1-2-2.aspx>

Last night I opened the kit after cleaning off the tools and debris from the Waco refit, so today I hope to start construction. What a change from working on a 20 lb. biplane down to a 11lb. one!"

In a followup email Keith noted:

"The power system for the Waco is exactly as I indicated in the original text, 10S2P A123 from the Bearcat and a 20x12 Xoar prop.

I was actually surprised at how well it flew, considering the high weight and wing loading. Numbers are 30 oz./sq.ft. and a Q of 9.3, but remember that biplane wings are not as efficient.

I try to keep biplanes below a Q8, so the Waco is a bit high. In comparison the Bearcat with the 32 CP2400 nicads weighed 15.25 lb., so on 1100 sq.in., it had a wing loading of 31.5 oz./sq.ft. and a Q of 11.3, but with the efficiency of a monoplane with retracts.

In afterthought, the Waco did behave like our earlier nicad electrics. I guess I have gotten spoiled with the newer power system capabilities.

Cross wind landings with a biplane are dicey at the best of times, so I am confident that it will be improved in better conditions.

Just no more outside snap rolls...

Keith"

and



I forgot to include a few photos from Sunday.



The Waco with Keith's PT-3

I like the last one because of the extremes; the 72" Waco at 20 pounds and 1500 watts next to the 36" Consolidated PT-3 at 10 ounces and 18 watts!

Keith"

More from Ken Myers

Ken had two students at the field, so he asked Dave Stacer to assist one of them, Keith B. while he worked with another, Keith A. Yes, that's right. There were actually three Keiths at the field that day.

Both Dave and Ken were able to work with the students for quite awhile, until the steadily increasing winds became a problem for their students.

Indoor Flying Season at the Legacy Center in Brighton, MI - The 2020/2021 Season

From Roger Wilfong via email

Please note that this information was received at the end of September 2020. KM

If you're interested in flying indoors this winter, the Hamburg Flyers have arranged for indoor flying this winter at the Legacy Center dome in Brighton.

The schedule is for Wednesdays from October 14 through March 31, from 12:30-2:30.

Depending on other activities and participation, flying may be extended into April. There's a \$10 pilot fee per session (observers are free). You don't

need to be a member of the Hamburg Flyers, but you need to be an AMA member and have your card on you at the center.

Also, masks will be required.

You can arrive early and go into the dome to setup, but flying officially starts at 12:30. There may be another activity taking place (frequently ball games). Usually our setting up will not interfere with that activity; however, if the earlier activity is more intensive, the attendant at the desk will ask you to not go in early until they are finished.

I have only heard rumors about indoor at Ultimate Soccer Arenas in Pontiac. It sounds like they will have a season this year, but there has been no official announcement yet. Skymasters coordinates with Ultimate and there should be some announcement one way or the other in the next few weeks.

Roger

Legacy Center Sports Complex

<https://legacycentermichigan.com/>

9299 Goble Dr, Brighton, MI 48116

Phone: (810) 231-9288

The United Flying Organization (UFO) Richard Utkan Memorial Fly and Corn Roast



On Saturday, September 19, 2020 the United Flying Organization (UFO) held their annual corn roast at their flying field in the Highland Lakes Recreation Area.

<http://unitedflying.blogspot.com/>

To honor their long time member, **Richard Utkan**, they added his name to the event. He was a



member of the United Flying Organization, from its inception as the Union Lake Flying Organization (UFO), when the club flew off Wise Rd., at the old Nike base, near Union Lake, Mi.

More importantly, Richard was a great friend and the vice-president of the Electric Flyers Only (EFO) from its inception in February 1988 to his death in September of 2019.

The Electric Flyers Only was formed by a group of folks flying electrically powered airplanes in the Union Lake Flying Organization.

The fact that the two RC Clubs have similar names was not a coincidence. It was a deliberate attempt to associate the new EFO to its root club of the UFO.

Richard and I traveled together to the early electric meets in the midwest of the US and southern Ontario. We learned a lot about electrically powered planes along the way and had a great time!!!

Richard won one of the very first awards at the first Mid-Am in 1985. At that time the Mid-America Electric Flies (Mid-Am) was hosted by the

Union Lake Flying Organization and the Ann Arbor Falcons.

Over the last few years, Richard became heavily involved in creating Flite Test type planes from simple materials found around the house and Dollar Tree Foam Board, as well as other types of foam.

He was an active instructor at the United Flying Organization as well as a very active member there.

The EFO members were invited to, and many participated in, Richard's memorial fly at the UFO flying field.

I received an email from Rick Sawicki, both a UFO and EFO member, regarding this fly-in and corn roast. He and Steve Labuta, also a UFO and EFO member, posted photos of the event.

Photo Links

Rick's:

<https://photos.app.goo.gl/q74MjoW5hLbZkB3YA>

Steve's:

<https://flic.kr/s/aHsmQRRa7Q>

Here is what Rick had to say:

The 1st Richard Utkan Memorial fly was an overwhelming success. Great weather, great food and great friendships all contributed to an extremely successful event. Over 40 aircraft and helicopters were flown during the event. The food was fantastic with a great variety of items being available. A special thanks to Ken Wade for being a fantastic BBQ cook. I'm am sure Rich was with us

during his memorial day and was extremely pleased at being honored. If you were there, you can relive the wonderful day via the pictures that captured many aspects of the day. If you were not, then please join us for a picture review and make sure you make it next year.

Thanks for sharing that Rick!



Steve Labuta photo

EFO and UFO member **Rick Sawicki** prepares for a memorial flight with EFO member **Dave Stacer** in the background.



Rick Sawicki photo

EFO members **Dave Stacer**, **Paul Sockow**, **Ken Myers** and **Roger Wilfong** were captured sitting together under the shelter at the UFO flying field. Roger, with his back to camera, prepares for another flight in honor of Richard, while Dave, Paul and Ken were reminiscing about their friend Richard Utkan.



Ken Myers photo

EFO member **Dave Stacer** readies his wing for a memorial flight as **Roger Wilfong** and **Rick Sawicki** look on.

Selecting A Plane for a Specific Battery

Questions from Jim Pollock via email

Ken,

I'm looking for some help. I was part of Midwest RC back in the 90's. You were the Secretary at the time. I did the concessions for all the events for a while until in 99 I went to St. Louis to launch a Ford product. That sort of stopped my involvement in RC.

More recently I was at a job in Flat Rock, Monroe, and got involved with Monroe Area Cloud Busters, I am their Secretary, and started up again with glow engines.

With the advent of COVID I looked at my stack of un-built kits and thought I should get into Electric. I now have two converted to electric and almost completed with the help of Matt at Propshop Hobbies.

It took a long time for Matt to process my request, so I come to the help I need. I have accumulated five (5) AirThunder 1000mAh/3SIP/11.1V 10C batteries.

By the name, I think I can use them in an airplane. Would you recommend a motor, ESC, prop and kit that I could build so I can make good use of these batteries? (I'm not good at determining what goes together and from my limited

understanding the plane should be about 1 pound and the ESC 10 amps. Would that be a .049 size plane?).

Thanks,
Jim Pollock

Hi Jim,

Good to hear from you.

I have some 3S 1000mAh LiPo packs myself that I use on my modified FliteTest Simple Cub. Mine is highly modified and actually flies well, while theirs does not.

I don't know if you are familiar with FliteTest, but they produce designs out of Dollar Tree Foam Board. I don't know if anything like that would interest you or not, but I'll keep looking for some old school, balsa and ply kits that are appropriate for your packs.

Later,
Ken

Ken,

The Flite Test Simple Cub would be fine. I am not apposed to foam board. Anything that flies is O.K. I would be happy to order one of their Cubs. Should I get their power/control system? I have a few nitro planes that I have built from plans so I would be game to make modifications. Let me know what you changed.

Jim

Hi Jim,

I've found a conventional kit that should work and I'm writing up the details right now.

My modifications to the FT Simple Cub are huge, as there were so many, many errors to the original design, in my opinion. My plans/templates and construction are online. I recommend that you **DO NOT ORDER THE KIT or Power System FROM FT.**

Because of my work with my modified Flite Test Simple Cub versions, I know of a power system that could work with that type of battery.

My modified FT Simple Cub

The Introduction: this is where I explain the modifications that I made and why I made them:

<http://theampeer.org/Kens-Simple-Cub-v5/Construction/Kens-Introduction-to-FT-Cub-Mods.pdf>

The plans/templates and construction notes:

<http://theampeer.org/Kens-Simple-Cub-v5/Construction/Construction.pdf>



Version 5s, 3-ch to rear of photo, 4-ch at the front

I should note that the version 5 documentation notes using a 3S 1300mAh LiPo, but all four of the pervious versions, including the 3-channel version 4, which is still flying, use/used 3S 1000mAh LiPos.

My version 5, 4-channel modified Simple Cub uses a Cobra C-2213/26 Brushless Motor, Kv=950, Cobra 33A ESC with 3A Switching BEC and an APC 9x4.5E thin electric prop.

Cobra C-2213/26

<https://innov8tivedesigns.com/cobra-c-2213-26-brushless-motor-kv-950.html>

Cobra 33A ESC

<https://innov8tivedesigns.com/cobra-33a-esc-with-3a-switching-bec.html>

APC 9x4.5E

<https://innov8tivedesigns.com/apc-9x4-5e-propeller.html>

Because that power system had been used in my modified Simple Cubs, I had measured data for that system using 3S 1000mAh LiPos.

Test 1 June 2018: 11.79V, 8.89A, 8507 RPM, 104.8 watts in

Test 2 April 2020: 11.94V, 8.52A, 8436 RPM, 101.7 watts in (My notes indicated that I'd reset the ESC timing to Low for this test.)

The 4-channel version of my modified Simple Cub version 5, using this power system, is the plane that I flew at this year's Mid-Am (AKA WindFest) 2020. That plane weighs just a tad over 21 ounces ready to fly. It had plenty of power for the high winds and the plane flew well, even in the quite high winds on Saturday, and again on Sunday.

(I did not know at the time of my response that Jim would be interested in Flite Test Foam Board planes, so I gave him an alternative. KM)

A Traditional Balsa Kit for This Power System

I found a traditional balsa kit that could also work well with this power system.



Radical RC Photo

The plane is the Radical RC Stick 400. It is found about half way down on this page at Radical RC.

<https://www.radicalrc.com/category/Radical-RC-E-Kits-190>

Specifications:

Wing Span: 34.4 avg.

Wing Area: 253.5 sq.in.

Length: 27.9"

Weight: 14-18 ounces

Power: 70-200 Watts (70-200 watts per pound)

Laser Cut Parts: 163

I hope you find some of this information useful.

Later,
Ken

Thanks Ken!

I never imagined getting this much information. Right, now after looking at what you sent for the last two days, I think I'm going with the simple cub.

Thanks so much!!!!

Jim

Hi Jim,

I'm pretty sure you'll like the Simple Cub with my mods. Both the 3-ch and 4-ch fly well. I've been using the 4-ch as my everyday flier this year, and I just started using the 3-ch for flight instruction with 4 student pilots. I cannot recommend the 3-ch for someone with no mentor, as I started them out on my RUA-2-4-10 and I just started to transition them to the 3-ch Cub.

My RUA 2-4-10 information and plans are found here:

<http://theampeer.org/RUA-2-4-10B/RUA-2-4-10B.html>

It is flat out the very best primary trainer I've ever used with student pilots.

Have fun,
Ken

Ken,

Wow what fun! Thank you for introducing me to foam board flite.

My objective has been to fly at the local school yard down the street. Well this is what I've done:

1. Got a case, 25 sheets, of foam board from Dollar Tree.
2. Built a small ugly stick in preparation for the arrival of the Flite Test Simple Cub and the B power system.
3. Built and Old Speedster. Received the Flite Test shipment and installed the B power pod.
4. Tried to fly the Speedster and experienced HARD left.

5. Two props later built a Ken modified power pod and put three washer under the motor mount to go hard right.
6. Speedster flew and almost had it trimmed. The right wing buckled (HARD crash) due to a rip in a relief notch I made to make room for the battery mounted under the power pod. Speedster retired.
7. Completed a Red Barron painted in orange. Left it as a frame only no servos etc.
8. Completed a 4 channel Simple Cub painted Sun Yellow, not quite cub yellow, frame only.
9. Started a 3 channel Simple Cub using the Flite Test Kit and ran out of Sun Yellow. Ready for assembly after I get more paint and paint the wing.
10. Completed a 3 channel Simple Cub in Red and installed your Cobra power pod. It is ready to fly the next calm day.
11. Completed a 4 channel Simple Scout painted green, frame only.
12. Completed an Old Fogey, Flite Test B power pod and flew yesterday. What Fun.
13. Yesterday cut all the parts to replace the Old speedster and today assembled, frame only.
14. Tomorrow open another case of Dollar Tree foam board.
15. Plans to the next builds, P51, B power pod and Baby Blender Bi-plane, B power pod.

So that's what I've been up to.

Thanks so much.

Jim

Hi Jim,

Sounds like you've found a way to reinvigorate your flying and desire to fly. :-)

Super!

Any chance that you could grab a photo or two of your "fleet" so I could share it in the *Ampeer*?

Thanks so much for sharing this. :-)

Later,

Ken

Ken,

Attached is picture of my FT Fleet.

I didn't mention that the 3 Simple Cubs, 2 3-channel and 1 4-channel, incorporated all of your changes. Thanks.

Thanks again,

Jim



2020/2021 Indoor Flying at the Ultimate Soccer Arenas, Pontiac, MI

Based on Information Received on 10/01/20

“Baring a shutdown of Ultimate Soccer Arenas, indoor flying this will beginning on Tuesday, October 27th and run through Tuesday, April 13th - 25 weeks in all. Online registration is available now at: www.Skymasters.org. Guidelines on how things will work must comply with the Governor's office and MDHHS.”

Ultimate Soccer Arenas has adopted the following policies to help ensure our safety:

1. You are expected to practice social distancing even while wearing a mask.
2. Adults must wear a mask upon entering Ultimate Soccer and throughout the arenas with the exception of the café area.
3. There will be a designated restroom for our use.
4. Use only Field #3 and do not travel to other sections of the arenas.
5. Temperature check upon entering Field #3

Online registration is open now at:

www.skymasters.org

Ultimate Soccer Arenas
867 South Blvd.
Pontiac, MI 48341

Upcoming E-vents

Legacy Center, Brighton, MI, Indoor Flying
Wednesdays from October 14 through March 31,
from 12:30-2:30. (details in this issue)

Ultimate Soccer Arenas, Pontiac, MI, Indoor Flying

Tuesdays starting Oct. 27 thru April 13, 2021
Hours: 10 a.m. - 1 p.m.

\$10 for a single session, discounted 5 session &
season passes are available. Dates and Times are
subject to Change! (details in this issue)

Nov. 7, Saturday, EFO Flying Meeting, Noon,
Midwest RC Society 7 Mile Rd. Flying Field.
Everyone with an interest is welcome. Proof of
AMA membership is required to fly.
PLEASE NOTE THE Noon START TIME!



The September EFO Flying Meeting



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

The Next Monthly Meeting:

Date: Nov. 7, Noon

Place: Midwest 7 Mi. Rd. Flying Field