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November		The EFO Officers		2024
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No Mailed Ampeer Subscriptions	EFO Flying Meeting: Saturday, Nov. 2 Time: 11:00 a.m., Place: Midwest RC Flying Field			

What's In This Issue:
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 Brighton Information - Indoor Flying in Pontiac Info - A Comment on Keith's Vampire Flying Wing -
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EFO Flying Meeting Reminder

Please keep in mind that summer flying EFO meeting dates are tentative do to weather.

The flying meetings are scheduled for a Saturday. Because of predicted winds or rain for the scheduled date, the actual date could be changed.

Members will be notified, via email, as to the correct time, date and place.

Everyone is welcome and proof of current AMA membership is required to fly.

Spectators and visitors are always welcome.

The next EFO monthly flying meeting is scheduled for Saturday, Nov. 2 at 11:00 a.m. at the Midwest RC Society 7 Mile Rd. Flying Field.

If the weather is not suitable on that date, the meeting might be postponed. Please check the EFO Website for updated info.

<https://theampeer.org/>



The October EFO Flying Meeting

The October EFO Flying meeting was held on Saturday, Oct. 2. The autumn weather was beautiful, but a bit breezy. With the bright sunshine, the temperature was extremely comfortable for the beginning of October here in southeast Michigan.

Unfortunately, it became extremely windy as the day progressed.

There was quite a bit of flying before the winds really put a stop to that. That did not deter us from still having a great time!

Ken Myers got in the first flight of the day, which turned out to be the best time to fly. **Aaron Heiner** grabbed a couple of quick photos of Ken flying. Thanks Aaron.



Keith Shaw brought out his “ancient” Fokker DVIII. It had gone through many modifications and changes over the years, including, from glow to electric power. Keith had it out because he’d recently changed the power system and it needed a check flight.

Although the 56” DVIII only weights about 2.5 lb., it handled the increasing wind velocity quite well!

The plane was built originally to the original “Old Timer” rules.



Roger Wilfong, holding his Ken’s Cub foamy, is seen chatting with Keith



Keith also brought out a smaller plane to check out the new speed control that he’d recently installed to replace the original. Not only did the new ESC work well, but it also managed to behave in the high winds - - - well, most of the time. ;-)



Dave Stacer (left) is checking out **Lynn Morgan's** pattern, as Lynn set it up.



Even with all the experienced pilots and flyers at the field, with tons of experience setting up computer radios, but never a Futaba, setting up the essential throttle cut became futile. Absolutely no one could come up with a way to do it. We even all read the manual. Really!!!

(We later gave Aaron, the following day, a Spektrum DX6. That solved the programming issue. ;-))

Aaron Heiner showed **Dave Stacer** the plane that needs setting up today. It's a Pulse, low-wing sport plane.

Once the wind really came up, it made flying very unpleasant, and setting up Aaron's Futaba 7C become the challenge of the day!!!



Despite the high winds, we all had a great time on this beautiful fall day at the flying field.

Comments on the Accidents & A Nostalgic Radio Set Up

From Joe Hass via email

Ken,

Thanks for writing about the two unfortunate accidents (*in the Oct. 2024 Ampeer KM*). As I was directly involved with one and involved from afar on the other I felt I could add a few things.

The first accident involved my 32 year old son Chris. Chris has been flying for 22 years with extensive experience with giant aircraft. One simple mistake (he installed the throttle backwards) was the major contributor to the chain of events. The second mistake was not have adequate restraint (people) for the maiden flight. On starting (at full throttle) the aircraft broke loose from the



Aaron's plane can be seen drawing a crowd.

mechanical restraint. The 28 inch carbon fiber prop hit him. You reported that both of Chris' legs were involved. Fortunate event #1 was that only his left leg was injured but it did cut an artery and destroyed 2 cm of nerve in his calf. Fortunate event #2 was that no ligaments or tendons were cut. Still he required 13 days in the hospital including 5 trips to the OR with one 9 hour session for reconstruction. I applied the tourniquet and pressure on his leg until the ambulance arrived.

Chris, while still in physical therapy and unable to put weight on his left leg, has done the maiden flight on the aircraft that "bit" his leg as well on his new turbine powered, thrust vectoring jet. KEEP A TOURNIQUET HANDY!

You reported the other accident involved a helicopter. A long time ago I flew 60 size helis.

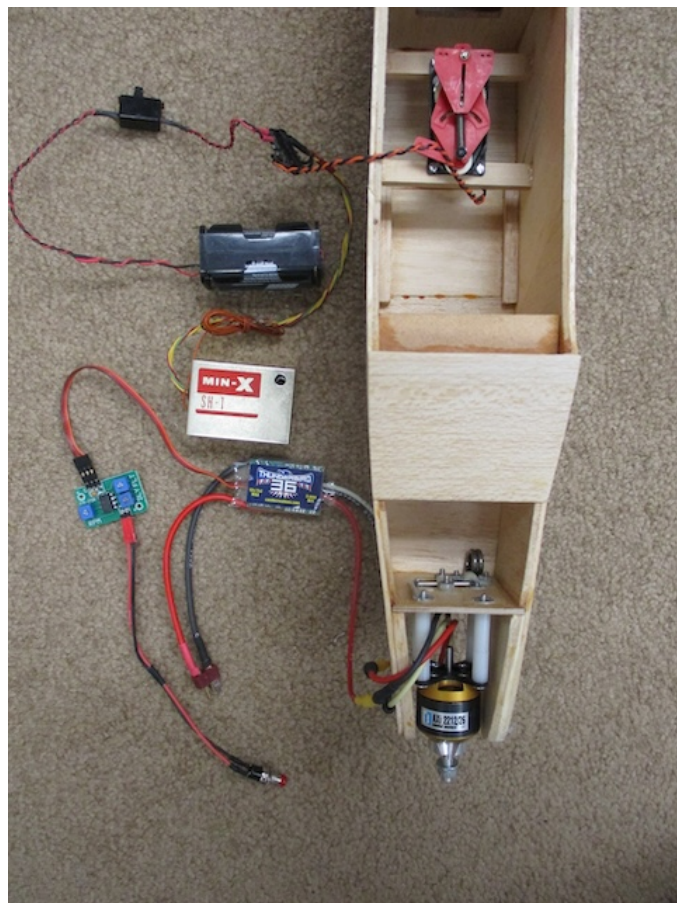
One day, after starting, I grabbed the transmitter with my left hand and the helicopter by the rotor head. As I walked to the flight station I bumped the throttle stick on my leg sending it to high throttle. The engine spooled up and the clutch engaged. Smoke poured from the exhaust and the burning clutch. I couldn't let go of the helicopter so I held the head tightly in my right hand while setting the transmitter down to move the throttle stick to the low position.



From that day on I hold transmitters as shown in the picture. My thumb keeps the throttle stick low until I am ready to fly. I do this even though I have throttle hold and / or throttle cut on all my flying machines. My thumb doesn't move until I am ready

to fly. Note: On some transmitters throttle cut (not throttle hold) does not drive the throttle to low if the throttle stick is above the lowest position. In other words hitting the throttle cut switch doesn't do anything if the throttle stick is in a flying position.

Now for a recent project. Decades ago I built and flew a Midwest Astro-Mite. It had a balsa fuselage with a molded foam wing and horizontal stabilizer. It had a Cox glow engine (no throttle – you flew until you ran out of fuel), a 27MHz radio system and a RAND LR-3 Galloping Ghost actuator for rudder and the elevator I added.



About two years ago former District 7 VP Pete Waters resurrected my 27MHz Min X galloping ghost transmitter and SH-1 receiver and found a RAND LR-3 actuator that he married to the Min X system. The RAND Actuator has a throttle lever but it doesn't have enough strength to flip a switch. Earlier this year I came across a complete Astro-Mite kit.



You know what's next.

I started the build with the RAND actuator but stopped at the power system. I didn't want to go glow. A call to Dennis Adamisin got me connected to the Brodak BH-1870 timer used for electric control line power systems. It has a ground adjustable timer and a push button to start. The output of the timer drives an conventional ESC with a 3 wire servo connection. This allowed me to have an electric propulsion that ran out of "fuel" based on the timer setting. I had an AXI 2212/26 brushless motor and a Castle Thunderbird 36 ESC available. I connected everything and it worked. I could now decide on the ground how much "fuel" I had on board and with a push of a button "start" the "engine" just like before. I then did a range check with the motor running as I had never used a brushless motor and brushless ESC with a 27 MHz system.

So far so good. My goal was to have it ready for the 2024 Mid-Am but, as previously noted, I was a "little" busy with healthcare issues.

Perhaps I will get it done before the snow flies.

Joe Hass
248-321-7934

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

Midwest R/C SWAP MEET

Sunday, November 3rd, 2024 8:15AM to 12:00PM

Location

Northville Community Center, 303 West Main Street, Northville, Michigan

Admission Charge

\$5.00 per person. Active duty military and kids under 12 are admitted free.

Vendor Table Cost

\$25.00 per table, payable in advance. Vendor table cost includes one admission and set up time is 7:30am.

Table reservations are recommended since all 90 tables are usually sold in advance and it costs more at the door if tables are still available.

For information and table reservations

Call Rudi at: 248-631-8205 or
e-mail: therudi@me.com

Directions

Take the 8 Mile Road exit off of I-275 and go west 2.5 miles to Center Street.
Go south on Center Street and then west on Dunlop Street. At Wing Street, go south to Cady Street where you will find free parking behind the facility.

LARGEST and BEST swap meet in SE Michigan!

Indoor Flying in Brighton Information

At the time this was published, the information, provided by Bruce, of the Hamburg Flyers Club, noted, "Indoor flying starts at the Legacy Center next week, Wednesday Oct 9th. 12:30 to 2:30. Not sure if it is in the dome or across the street in the field house.

legacycentermichigan.com

Legacy Center, 9299 Goble Dr, Brighton, MI 48116".

I'll post more info when it becomes available.

Indoor Flying in Pontiac Info

From: Pete Foss via email

Hi All,

Happy to report that we are all set to host indoor flying on Tuesdays starting October 15th.

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.

http://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

A Comment on Keith's Vampire Flying Wing

From Scott McKie via email



Keith Shaw's Vampier as seen in the Oct. 2024
Ampeer

Hi Ken,

That red and black "bird" of Keith's - is going to scare the hell out of someone that has had "one too many".

Tell Keith -- Great job!!!

Scott McKie



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8:15AM to 12:00PM**

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303 West Main Street
Northville, Michigan

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\$5.00 per person
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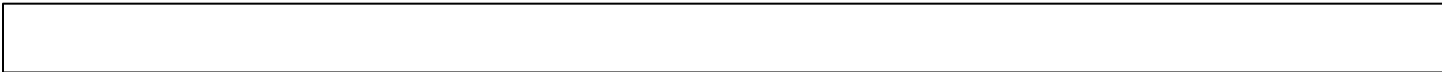
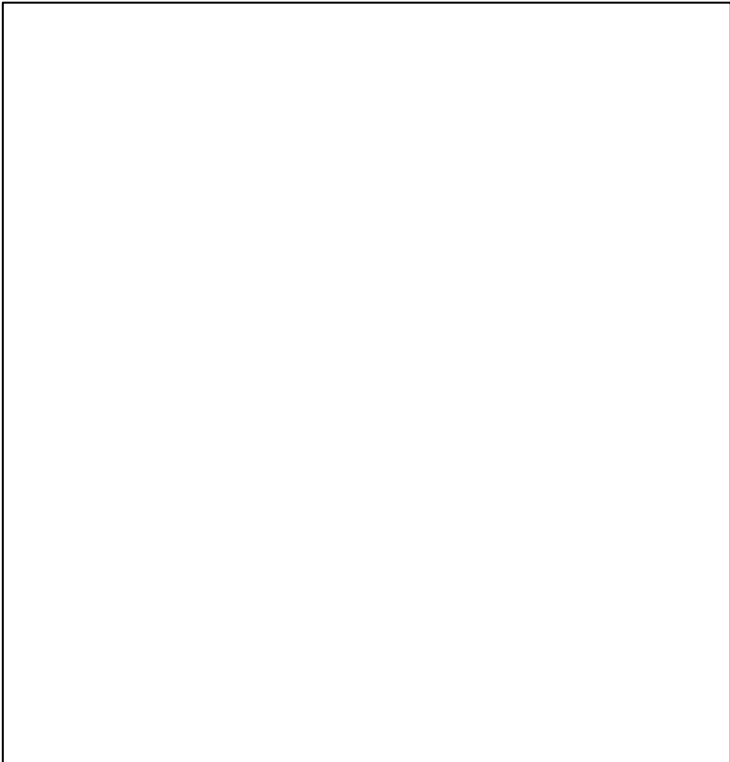
***LARGEST and BEST swap meet
in Michigan!***

Upcoming E-vents

November 2, Saturday, EFO monthly Flying Meeting. 11 a.m., Midwest R/C Society 7 Mile Rd. Flying Field.

Everyone with an interest is welcome. Proof of AMA membership is required to fly.

November 3, Sunday, Annual Midwest RC Society Swap Shop in Northville, MI. (details in this issue)



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

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Place: Midwest RC 7 Mile Rd. Flying Field