

An Owl cannot fly without....

Flight Feathers

The official publication of OneWingLowSquadron.org

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'56 Cessna L-19 Birddog ...contributed by Mike Elmore

In 1990, Mike Elmore and owner John ðMattö Kurke of Naples, FL began refurbishing this 1956 Cessna Birddog, which had served its entire military career with the Missouri National Guard. Stripped of all its military regalia and relegated to junk storage, its future at the hands of the previous owner was dismal.

Over the next 22 months, with a lot of research and scouring the net for original parts, the plane was outfitted with a new engine, antennas, windows, instrument panel, and KA-39 camera pods under each wing. Decked out with an ðofficialö paint scheme, this Birddog took the *Third Place Warbird* award at EAA OSHKOSH 03 and *Best Liaison* at Sun ðn Fun 04. With over 1200 hours in it, Mike says, ðIt was a chance of a lifetime!ö ✈

NEXT MEETING

OCT. 4TH
@ 11:00 AM



Before...with Mike and Shaun



WISE OWLS

SHAUN ELMORE
PRESIDENT

~
MIKE FLICK
VICE PRES.

~
RON SANDERS
SEC./TREAS.

~
ROB GRANT
SAFETY OFFICER

~
GALE MOORE
CONTEST DIRECTOR

Precision Aerobatics' Addiction ...by Mike Flick, V.P.



I first started seeing this plane in *Model Aviation*. Then I watched a few flights on YouTube and figured, "What the heck. I'll get one."

I ordered it and at the same time purchased their motor kit, which included the ESC. I also ordered 3s lipos, the recommended 11x5.5 prop and mini Hitec feather-light servos.

For a small ARF, this kit was pretty cool and well built. However, if you have heavy hands like me, it was challenging. They are delicate!

The build was straight forward with much of it complete when it arrived. I THOUGHT it would be a few easy hours and bam!

Wrong! All the control horns are tiny carbon fiber, and the linkages are carbon rods, which you have to attach a metal Z-bend rod to with threads, CA, and shrink tubing - not cool. I reluctantly did them all as per plan. WE WILL SEE HOW THIS HOLDS UP! The wings slide on the fuse with a carbon tube and a small nylon bolt. The fit to the fuse is not the best but nothing we can do about it at this point.

ALL in all, however, a fun little build. We will see how it flies, and I will update in the next report. ✈

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Vintage Stuff...

During my *In the Hangar* interview with Art Miller, we discussed single-channel radios and "escapements," a new term for me. So I did a little research (yes, the Internet is a wonderful tool) and came across these two sites. This one gives a great demo on just how an escapement works:

<http://www.airplanesandrockets.com/electronics/bonner-specialties-escapement.htm>

This forum from RCGroups.com has some neat videos of pilots flying single-channel models (scroll down to get to the vids): <http://www.rcgroups.com/forums/showthread.php?t=1474017>

Ken used to have one back when he started that was a big box on the ground that ran off your car battery with an 8ø whip - because we were on the CB band. The Tx had two 67½ v batteries and a 1½ v for your filaments. The first Rx I had was a Babcock, a little larger than a pack of cigarettes. It had two little pixie tubes that ran on two 1½v batteries in parallel and a 22½v battery. These were on a plane with a 40ø to 45ø wing span. The largest engines you could buy at the time were .60ø, so a lot of guys would go to a diesel engine. It didn't put out more rpmø but had more torque. Then it got down to a smaller Tx with a 4ø telescoping antenna and that was still running on vacuum tubes so you had an "A" battery to run your filaments and "B" batteries for power to run the rest of your electronics. ~Excerpt from interview with Art Miller ✈

The OWLS Nest Gallery



Gale's Mustang overtaking Willy's scratch-built Skeeter!



Whether flying' or grillin', Doc shows surgical precision!



Mike launching Shaun's Pterodactyl!



Heli or plane – Rob likes to fly upside down!



Lee and his "super" Super Cub!



Put a motor on it and Shaun will fly it!

**OWLS
All-Electric-Fly-In**

Wet weather kicked off Saturday's event, but the turnout was decent and fliers had a good time.

Sunday was warm and picture perfect. Tri-County pilot, Bernard McGahee, returned and applied for membership remarking that he thought we had a great field.

The out-of-towners from Saturday skipped Sunday except for Kenny's long-time good friend, Lee Montgomery, from DelRay.

KennyWorld R/C Field

CR 464 west of SR 41
17150 SE 60th Street
Morriston, FL 32668
352-528-3744



We're on the Web!

onewinglowsquadron.org

That's a Hoot...

Always ask...Never assume!

His request approved, the CNN News photographer quickly used a cell phone to call the local airport to charter a flight.

He was told a twin-engine plane would be waiting for him at the airport.

Arriving at the airfield, he spotted a plane warming up outside a hanger. He jumped in with his bag, slammed the door shut, and shouted, "Let's goo."

The pilot taxied out, swung the plane into the wind and took off.

Once in the air, the photographer instructed the pilot, "Fly over the valley and make low passes so I can take pictures of the fires on the hillsides."

"Why?" asked the pilot.

"Because I'm a photographer for CNN," he responded, "and I need to get some close up shots."

The pilot was strangely silent for a moment. Finally he stammered, "So what you're telling me is . . . you're NOT my flight instructor?" ✈



Recycled Vintage F-16 Drones

Check out what Boeing has in mind right here in Florida in this video at: onewinglowsquadron/info

The Quad(rant) ...from the Editor's Desk

OK I've gone and done it: upgraded my lilqBlade mQX quad to a Blade 350QX with a Spektrum DX6i Tx. (A side benefit is that the Tx also controls the mQX much better than the one that came with it.)

I added a Polaroid XS100 Action Cam which delivers an amazing full HD video or hi-res stills. (At half the price of the GoPro Hero cams.)



Blade 350QX w/Polaroid XS100 Action Cam

The quad is basically fool-proof (ideal for an old fool like me.) In SMART mode it maintains attitude and altitude positioning via GPS so get in trouble and a flick of a switch returns it safely back to home hands-free.

As an additional safety feature, it sets up a 30q diameter safe zone around me in which the quad will not enter and accidentally cut my head off. Three advanced modes, AP, STABILITY & AGILITY let a good pilot perform acrobatics. ✈

At the All-Electric-Fly-In

