

KEEPING IT FLYING



By Ted Gillespie - 8658

My Dad, Bill Gillespie, was a master builder, who competed successfully all across Western Canada and North/West United States. He was inducted into the MAAC Hall of fame in 2010.

I got back into the hobby about seven years ago, so I could drag dad back out to the airfield. He was suffering from old age and Parkinson's, so suffered from dizziness and the shakes. We had fun flying a "Fun Cub" foamy together, and he also enjoyed watching as I flew and he got to spend time visiting with his friends at the field.

When Dad passed, he left a large number of models that my brother and I had to find homes for. Most went to auction, but we kept a few treasures.

His Chilton DH-1 and Gee-Bee Sportster, both of which won many contests have gone to Reg Blackwell, the owner of the Alberta's Littlest Airport. His Curtiss A-10 Shrike - which won best of Military at the QSAA in Vegas 1996 and 1997 - was recently passed on to Bob White, who has committed to getting it back in the air, and displaying it at Innovation Wings in Calgary when it is not flying.

His favorite plane, a DH82C Tigermoth is currently on display at Hobby Wholesale in Edmonton. They have graciously offered to keep it on display until we decide what its future will hold.

Since starting back in the hobby, I have always been an electric flier and swore I would not ever deal with gas or nitro. I am also not a builder. I don't have the tools, the workshop, or the time.

While at first, I told myself that I wouldn't ever fly one of Dad's planes, his giant Sweet n Low Stick kept on calling to me as the only aircraft that I would have any chance of being able to manage.

It is a relatively simple design, with the engine hanging out in the open, and it does not have the model complexity and detail that his other models have. This means that there is a possibility that I might be able to repair it if I damaged it.

To say the airplane has some history would be an understatement. The logbook for the model shows 1688 flights to the end of 2019, from its first flight in 1988! In fact, the model was featured on the cover of the 1996 Model Aviation Canada along with a story celebrating its 905 flights!

I decided I should give it a try and work to bring up that total.

I had never seen the Stick fly and had no idea where to start. I didn't even know the engine size. Fortunately, I have great friends at Alberta's Littlest Airport who are very experienced fliers. Everyone assumes that because I am a decent flier with my electrics that I should have a gas background. Having flown with them for years, they were surprised at my questions. What kind of gas? Is it gas or nitro? What mixture? What oil? How do I start it? What



batteries? How do you manage NiMH?

I am an absolute beginner when it comes to gas - but learning fast.

My first step was to repair a small tear in the covering on one wingtip. I brought the wing to Jean Belair who was one of Dad's best friends, and the two of us did the repair at his house one afternoon.

Another friend, Murray Tole, was very encouraging and came to our last weekend fun-fly with all the spare parts I should need. Plugs, ignition, fuel tank, fuel line etc. With help from Murray, Scott Nelson, and Henry Beekman, we fired the engine up one night without needing any of the spare parts. It hadn't run in eight years, but once we figured out that the throttle was reversed on my transmitter, it fired right away and ran smoothly.

The next morning we gave it a try.

Murray took it off and trimmed it out and then handed the transmitter to me. It is an easy plane to fly and is quite impressive doing a "show pass". It also does very nice coordinated rolls. I did a couple of flights, and then we put it away as the flight line was getting too busy.

I tried it again a few days later when the flight line was quieter but I was having trouble with a fast idle. Don Bright helped me out with that one. I then noticed it had developed a fuel leak. The original 33-year-old tank had cracked. I spent the other day with Murray Tole, Neal Veltikold, and Reg Blackwell changing out the tank and all the fuel lines. It is now ready to fly again, awaiting the next nice day. ★

75

SUPER STICK - NO 32

CUSTOMIZED MID WEST GIANT SWEET n LOW STICK. KIT PURCHASED FROM DAN LIBICH.

ENGINE - HORNER TWIN (VEL STACKS)
 PROP - ZINGER 22X8
 RADIO - SIMPROP PCM
 WEIGHT - 23 1/4 POUNDS DRY.
 WING AREA - 91.25 x 19.5 = 1779 sq ins 12.5'
 WING LOADING - 23.25 x 16 / 1779 / 344 = 30.02 / G'
 CONSTRUCTION COMPLETED - MAR 31 / 88
 FIRST FLEW - APR 27 / 88

(1 ounce / 170z / p.)
(Balance on Plan CG)

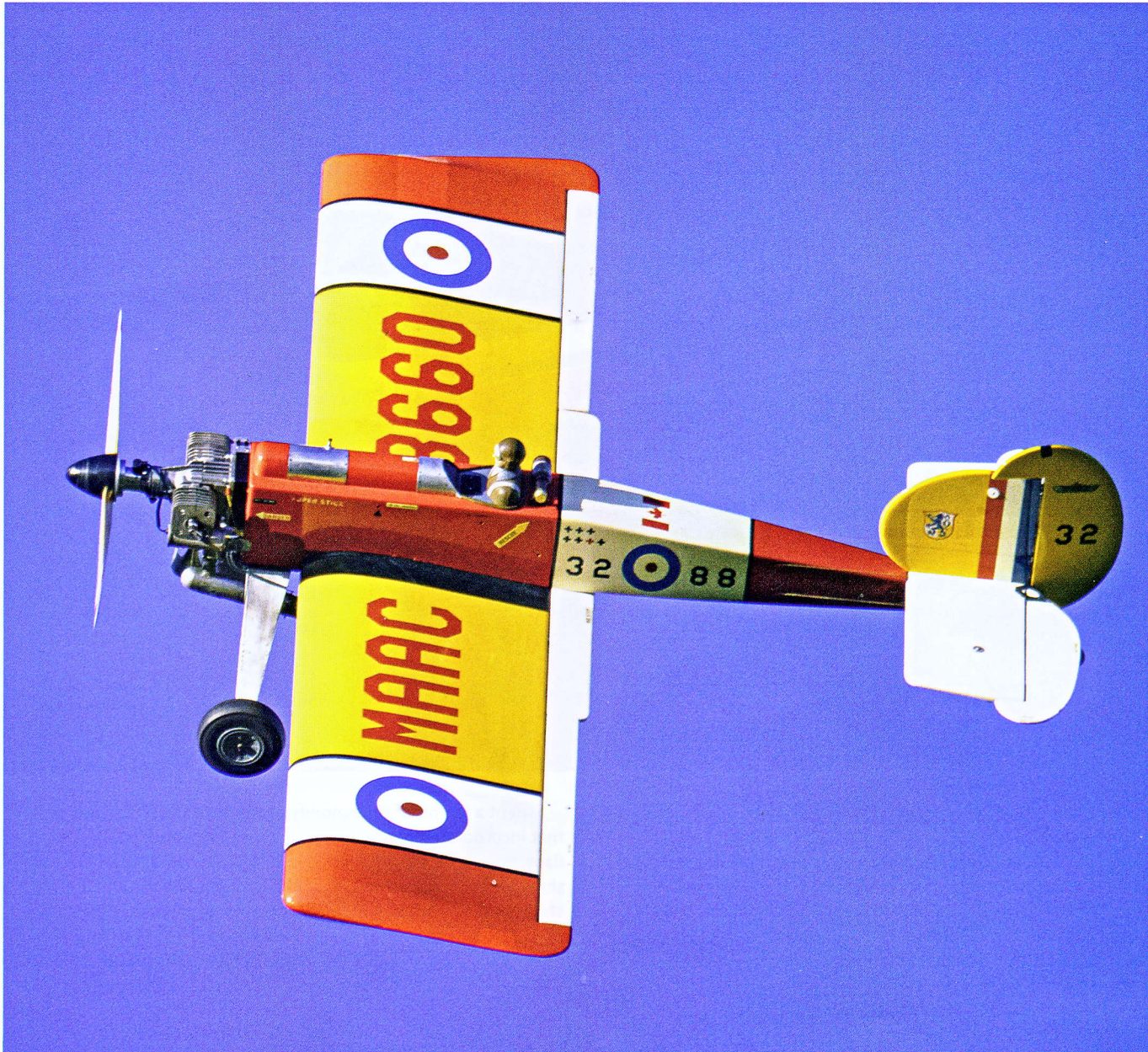
DATE	FLIGHTS	TOTAL	REMARKS
<u>1988</u>			
APR 23	-	-	CAPILANO MALL DISPLAY - 1ST SPORT - BEST FINISH
APR 26	-	-	Final setting of control surfaces. Check CG-OK. Fuel - 45-1 Merc.
APR 27	3	3	STAlb - Excellent! 22-8 - 7000RPM Landings need power! Radio OK
May 02	9	12	STAlb - Excellent! with power. Super landings!
Aug 03	8	20	STAlb - " " " Optimal
Aug 08	7	27	STAlb - wind from south - Good Super landings on HS runway!
Aug 10	10	37	STAlb - Excellent. Westwind landings!



Murray Tole, left, and Henry Beekman running up the motor on the Sweet n Low Stick.

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DATE	FLIGHTS	TOTAL	REMARKS
<u>1989</u>		235	
July 20	16	251	StA1b-V.G. Hot! 30°C
Aug 01	12	263	StA1b-V.G. Hot! 31°C
Aug 03	-	263	Cycle Revv Batt - 1450MAH
Aug 03	-	263	Mounted strain relief Revv
Aug 12	8	271	StA1b-V.G.
Sept 24	15	286	StA1b-V.G. 20°C
Sept 25	14	300	StA1b-V.G. 20°C
Sept 28	12	312	StA1b-V.G. 20°C
Sept 29	15	327	StA1b-V.G. lots of inverted fly. 22°C
Oct 03	6	333	StA1b- " "
Oct 07	14	347	Red Deer Fun Fly ^{Best Finish} 12cc Cio Fuel
Oct 08	7	354	Red Deer Fun Fly.
Oct 25	10	364	StA1b-V.G. Sunny +10° sw wind.
<u>1990</u>			
Jan	-	364	Repair wing covering.
Aug 02	7	371	Orgasmic!! Super landings.
Aug 03	4	375	Wend F fld - V.G. West wind.
Aug 21	9	384	StA1b, V.G.
Aug 25	-	384	Blockwells - Rained out!
<u>1991</u>		384	Replaced Ign Unit with new Al Diom Silent Spark Unit - Installed WEG 2 position Ignition Unit - Replaced Ign batt with 07/90 SCR-1200 MAH

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DATE	FLIGHTS	TOTAL	REMARKS
<u>1994</u>		770	
Sep 06	03	773	StA - SMOKE - critical - for the adjust. High speed jets 1330 MAH - RX 1290 MAH - TX 1030 MAH IG. (after 03 flights)
Sept 09	09	782	StA - Engine VG - no smoke - cloudy
Sept 12	08	790	StA - V.G. +12°
Sept 13	03	793	StA - Smoke - V.G.
Sept 15	07	800	
Sept 18	12	805	StA - Smoke - evening - Orgasmic! Reformed shape
Sept 24	02	807	StA - Smoke - V.G. pul hits with 6-32
<u>1995</u>			
May 09	05	812	StA - smoke - orgasmic +21°C Good
May 10	06	818	StA - " Gusty SE +26°C "
May 12	02	820	StA - Gusty strong SE +10°C
May 15	12	832	StA - Gusty SE Cloudy. +12°C
June 12	04	836	StA - Motor mount fractured in flight! Hung by ignit wires and plumbing until plane landed gently in wheat field. Engine three feet behind tail on ground. Bob Brech dropped plane and broke off fus! Ign switch off when landed!??
June 16	-	836	Repaired tail IGNIT - 1700 SCR Cleared Carbon - pistons & heads Replaced throttle link



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EDWARD (TED) GILLESPIE
SITE 3, COMP 9, 1011 PARADISE DRIVE
RR 1
CAMROSE AB T4V 2M9

Return Undeliverable CDN addresses to: Model Aeronautics Association of Canada
Unit 9, 5100 South Service Rd., Burlington ON L7L 6A5