

THE INVERTED FLYER

NEWS of the BOULDER AEROMODELING SOCIETY
AMA Charter # 906

October 2016 Edition



We have Wasps

Hope you are not allergic to them as we do have Wasps at the field. Most recently was a nest in the tubing of a picnic table, in the eaves behind the gutter on the North West corner and they have also been seen around the flight tables.

Insect bites and stings: First aid By Mayo Clinic staff

Most reactions to insect bites and stings are mild, causing little more than redness, itching, stinging or minor swelling. Rarely, insect bites and stings, such as from a bee, a wasp, a hornet, a fire ant or a scorpion, can result in severe reactions. Some insects also carry disease, such as West Nile virus.

For mild reactions

To take care of an insect bite or sting that causes a mild reaction:

Move to a safe area to avoid more bites or stings.

If needed, remove the stinger.

Wash the area with soap and water.

Apply a cool compress. Use a cloth dampened with cold water or filled with ice. This helps reduce pain and swelling.

If the injury is on an arm or leg, elevate it.

Apply a cream, gel or lotion to the injured area. Use products containing ingredients such as hydrocortisone, pramoxine or lidocaine to help control pain. Use creams such as calamine lotion or those containing colloidal oat-

meal or baking soda to help soothe itchy skin.

Use over-the-counter medications. Try a pain reliever, such as acetaminophen (Tylenol, others) or ibuprofen (Advil, Motrin IB, others), or an antihistamine (Benadryl, Chlor-Trimeton, others).

Usually, the signs and symptoms of a bite or sting disappear in a day or two. If you're concerned — even if your reaction is minor — call your doctor.

When to seek emergency care

Call 911 or your local emergency number if the injured person experiences:

Difficulty breathing

Swelling of the lips, eyelids or throat

Dizziness, faintness or confusion

Rapid heartbeat

Hives

Nausea, cramps or vomiting

A scorpion sting and is a child

Take these actions immediately while waiting for medical help:

Ask the person if he or she is carrying an epinephrine autoinjector (EpiPen, Auvi-Q, others) to treat an allergic attack.

If the person says he or she needs to use an autoinjector, ask whether you should help inject the medication. This is usually done by pressing the autoinjector against the person's thigh and holding it in place for several seconds.

Loosen tight clothing and cover the person with a blanket.

Don't give him or her anything to drink.

Turn the person on a side to prevent choking if he or she is vomiting or bleeding from the mouth.

Begin CPR if the person shows no signs of circulation, such as breathing, coughing or movement.

— End of Mayo Clinic Quote —

This months Food-For-Thought

(from your Editor)

Expect nothing
And you will never be disappointed.

Birth of a Stearman

(By Al Coelho)

Have you ever heard some one say “No one has ever finished a “Sterling Stearman”?”

Although the late Augie Bruno told me that when I stated I had one, here is an article to prove that it's not true. It took two of us 3 years to do it, but a Sterling Stearman has flown at the BAS Field. Not only a Sterling Stearman but a Sterling Stearman converted to electric power.

The story starts about 20 years ago when a friend of mine received a Technopower 7 cylinder radial engine. The first question was what do you put it on? The answer, and only obvious model, is a Stearman. When his wife asked what she should get him for Christmas, the only thing I could come up with was a Sterling Stearman.

Well, she got him one and it sat in the basement, untouched, until he passed away.

Some years later BAS had it's first auction at the club picnic and I brought out the Stearman. I put a \$50.00 price on it but at the end of the auction, there it sat, no one wanted it.

I took the box home and put it in the rafters of the garage. There it sat until the winter of 2014 when I was looking for something to do and remembered the Stearman, I think I brought the box in the house at least a half dozen times, opened it up, and after looking at it for a few minutes closed the box and took it back out to the garage.

If you have never seen a Sterling Stearman kit in the box here is my best description. It's about 10 lbs of balsa and plywood with the assorted wire, fixtures and hardware. Three large bundles of stringers and spars, leading edges which have not even been rounded and a stack of balsa die cut sheets. No laser cut parts. All the parts are die stamped (crushed) and very few of them come out without a #11 exacto knife. Once removed all are rough edged.

My first goal in constructing the kit was to see if I could convert it to electric. A little research and I came up with a 1200 watt 400 kv unit running on a

6S LiPo (Tacon Big Foot 60 from Hobbypartz). Testing after receiving it showed a 1180 watt draw at about 50 amps on a 15 x 8 prop running at just over 9000 rpm. Perfect...

I then set out examining the plans and determining what changes would be required to use the electric power versus the designed glow engine. Due to the aircraft's short nose I wanted to keep all the weight as far forward as possible. A new firewall for the electric motor, eliminate the motor mounts and tank, add a vertical battery compartment behind the firewall for the battery and a lower hatch was all that was required.

With my modification defined I began building the Stearman. It was a great winter project, but after about three months of work I drifted away from it and there it sat, mostly framed up on the bed in the guest bedroom.



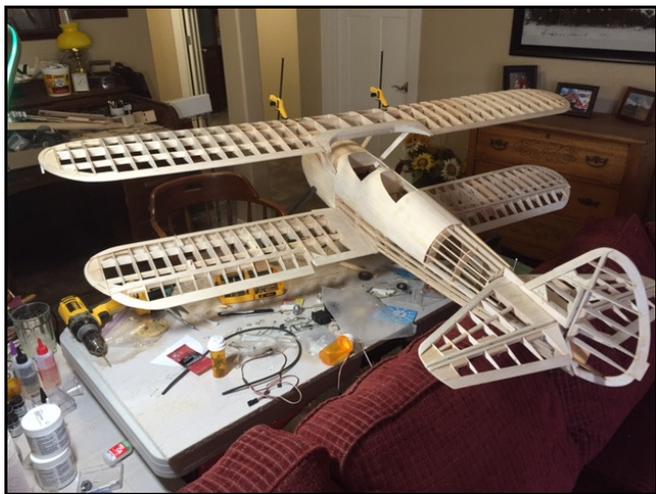
As it had sat for a year

Skip ahead another year and it's spring of 2016 when on a cold Monday morning the float fly group is sitting at Daylight Donuts in Longmont due to the weather keeping us off of the reservoir.

Some how the Stearman came up and before the donuts were gone I had offered it up to anyone in the group to finish. With the help of the crew, Murray Lull was talked into taking it. So as not to let him back out, we stopped at my house on his way home and it was loaded into his car.

Now out of sight but not out of my mind I later

questioned Murray on how things were going. Apparently either his interest was high or his life boring as he had significantly advanced on the Stearman.



Here it is in early April

And to my surprise on June 3, 2016 it was sitting at the field ready for its inaugural flight.



Ready for inaugural flight

Giving Murray a hard time I asked him where all the trim was... His reply was let's wait until after it flies.

And what a flight it was. The plane was tail heavy and all over the sky. Murray handled flying it better than I did watching it. All I remember saying was get it home before you crash it.

And home he got it. On the runway and with the exception of spreading the landing gear there was no damage.

Speaking of spreading the landing gear, the kit included a set of bent wire landing gear which I had



Murray after getting it back on the ground.

replaced with a set of carbon fiber gear. I could not bend the carbon fiber gear but the plane spread eagled them and even broke off the fiberglass reinforcement Murray had added. This plane was heavy, like over 11 pounds.

Well, home it went for a landing gear rebuild and the adding of a little nose weight.

And on July 8th it reappeared trimmed and ready to fly again with carbon fiber reinforced carbon fiber landing gear struts.

Look for it at the field, biplanes are just beautiful in the air and a Stearman is no exception...



As it looks now, all trimmed up and balanced. Who says nobody ever finished a Sterling Stearman?

BAS Meeting Minutes

9/14/2016 Hobbytown, Longmont

President Murray Lull called the meeting to order at 6:35 pm 9 members were present

A motion to approve the Minutes of the previous meeting was made by Ken Jochim, and was passed by a voice vote. Thanks to Mike Gulizia for taking care of last month's minutes!

Dean Ehn reported on the state of the club's finances.

There were no reports from the Secretary nor Vice President Chester Shans.

Al Coelho reported we have 87 members which is an increase of two from last month.

New Member Steve Griswold and son Luke joined the meeting and introduced themselves. Welcome Steve and Luke!

The topic of resealing (actually crack sealing) was raised, which had been approved at a prior meeting. Murray will check on the status before it gets too cold to do.

It was agreed that we would defer adding more gravel to the parking lot. It was also discussed that the existing gravel needs to be spread to the bare areas. Rich Anderson will check on the availability of heavy equipment to perform this task.

Motion to adjourn was made by Mike Gulizia. Meeting adjourned at 6:54 pm

Respectfully Submitted
Ken Jochim, Secretary.



Bill Bancroft

Mike Gulizia

Stephen Van Aken

Charles Drake

Ken Jochim

Informative links

as you can never remember them...

Club Website: <http://www.boulderaero.org>

BAS RC forum: www.tinyurl.com/boulderrc

FAA UAS home page:

<https://www.faa.gov/uas/>

FAA UAS Registration page:

<https://www.faa.gov/uas/registration/>

AMA home page: <http://www.modelaircraft.org>

AMA Newsletter:

http://www.modelaircraft.org/publications/AMA_Today.aspx

AMA Air: www.youtube.com/modelaircraft

AMA District IX (Yahoo groups)

<https://groups.yahoo.com/neo/groups/amadistrict-ix/info>

Will purchase Estate Lots or entire large RC collections.

Richard Myron 303-746-4274

Links should be active. Mouse over and click on them.



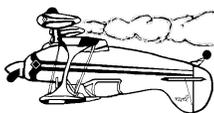
This month on AMA Air:

Why build when you can buy?

Your museum on Facebook live.

Old Rhinebeck is recognized.

Next Meeting 6:30 PM Wednesday October 12th at Hobbytown USA, Longmont.



THE INVERTED FLYER

Editor: Al Coelho

The Inverted Flyer is published monthly by the Boulder Aeromodeling Society as a service to its members. Submissions for publication are encouraged and can be but are not limited to: articles pertaining to Aeromodeling, letters to the editor, short news items of general interest to BAS members, and announcements. Space permitting, all submissions will be published except as follows: no anonymous letters or any submission containing morally objectionable content or language, as judged by the editor. Classified ads will be provided to the members of BAS free of charge. The deadline for all submissions and classified ads will be the first of the month for publication on or about the first Wednesday of the month. Opinions expressed in the Inverted Flyer are not necessarily those of the Boulder Aeromodeling Society general membership.

E-mail BAS-Editor@comcast.net