

# R.C. Channel Chatter

## Last Flight

**H**oward G. McEntee, January 12, 1972, after a long bout with cancer. Howard was Mr. R/C to countless thousands of model builders and his carefully researched articles on the R/C scene can be expected to remain authoritative source material for years to come. Howard was signally honored by the Academy of Model Aeronautics for its Model Aviation Hall of Fame in 1971. He had served as editor of *Model Airplane News* and as R/C editor of *American Aircraft Modeler*. His last article on R/C appeared in *Flying Models* in 1971. Howard is survived by his wife, Eleanor, who shared his modeling activities with him. A Memorial Fund in Howard's name has been established by the Academy of Model Aeronautics, 806 15th St. N.W., Washington, D.C. 20005. Contributions in Howard's name by his friends are welcomed.

## Soaring Champ

We note in the East Coast Soaring Society's Newsletter that Ray Smith of Silver Spring, Maryland was the 1971 Grand Champion at the end of their six contests. Congratulations Ray! It looks as if experience counts in this game, as Ray has been flying gliders longer than anybody in this area. Ray has made many original designs during the past 12 years and it would seem of top interest to give drawings and his description of the "Ateka," the model he used for his 1971 win.



Howard McEntee as we will remember him. Always a smile and a way to help. Always at the field and far-flung meets.

## Ateka

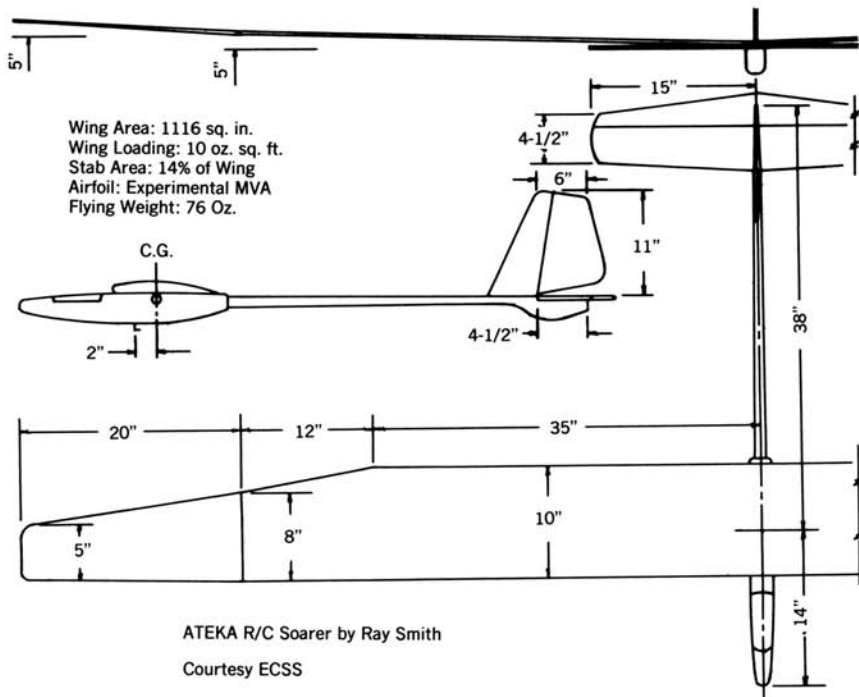
by Ray Smith

The "Ateka," like so many of my designs, just happened. The wing is from my second R/C glider built in about 1964. I'm sure it has at least 4,000 flights on it. Until this year, the wing had straight dihedral and that is really how this plane happened. I wanted to see if polyhedral would help.

I flew the ship a couple of times with dihedral and then added the polyhedral. What a change! It is extremely stable and can turn in about 20 foot circles without the usual galloping most gliders have in a tight circle.

The pod part of the fuselage is from a new mold made this year for an 8 foot glider. The boom was laid up on the outside of a billiard cue. This is an excellent fuselage and very adaptable to use on different size gliders. This ship has been good to me in 1971 and I'll probably use it again in 1972.

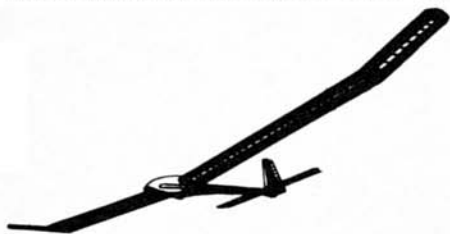
The name "Ateka" is supposed to be an old Indian word meaning "searcher," which seemed very appropriate. I have had more thermal flights this year than ever before. The "Ateka" seems to have a sense of where to go looking for thermals. When it "arrives" it wiggles its wings to let me know.



# Carstens Flying plans

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**CF-46 SLINGSBY SKYLARK 4.** 119" span, high aspect ratio R/C slope or thermal. Ira Achey. FM 8-66. \$3.00

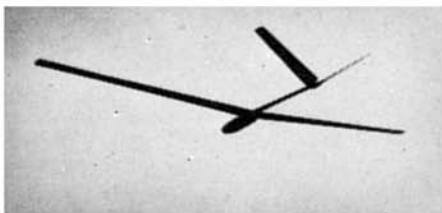
**CF-65 FOAMIN'S BAT WING.** R/C modern foam wing soarer. By Rolf McPherson. 72" span. \$2.00

**CF-69 BONG BOOMER.** FAI R/C glider, one time world record altitude holder. Maynard Hill. 136", FM 2-67. \$3.00

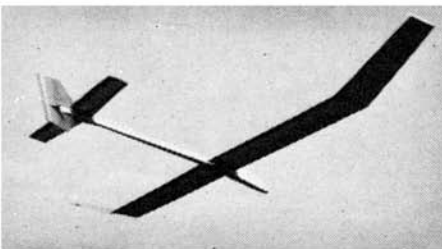
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**CF-101 RAINBOW.** 100" span R/C power & boom design with power assist. 15 mil. FM 12-67. McGovern. \$2.50

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**CF-112 DANCER.** R/C glider, pod and boom, V tail soarer for thermals. FM 3-68. By Carl Lorber. \$3.00



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**CF-166 GAGGLER.** R/C soarer 117" span. Pod and boom design. By Carl Lorber. FM 11-69. \$2.00

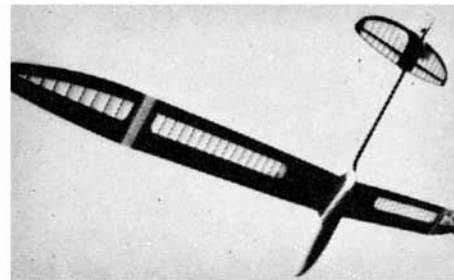
**CF-169 MISKEET.** 149" R/C glider with fiberglass fuselage. By Harley Michaelis. FM 7-69. \$2.50

**CF-179 U S KID, ZING, FLASH.** Three hand launched 18" gliders by Bays, Mathis, Peadon. Great fun. FM 7-70. \$2.00

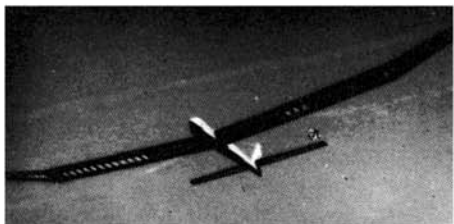
**CF-189 INVADER.** 15-.35 powered sailplane 73-1/2" wing. By Gene Rogers. FM 4-70. \$2.00



**CF-194 HALF MACH.** 120" span thermal or slope soarer. Optional power. R/C. By Carl Lorber. FM 5-70. \$2.50



**CF-201 PRANCER.** 12' R/C thermal or slope soarer with fiberglass fuselage. By Carl Lorber. FM 2-71. \$3.50



**CF-208 SABRE SOAR.** 125" span R/C soarer. Eppler 385 airfoil. By Neil Liptak. FM 4-71. \$2.50

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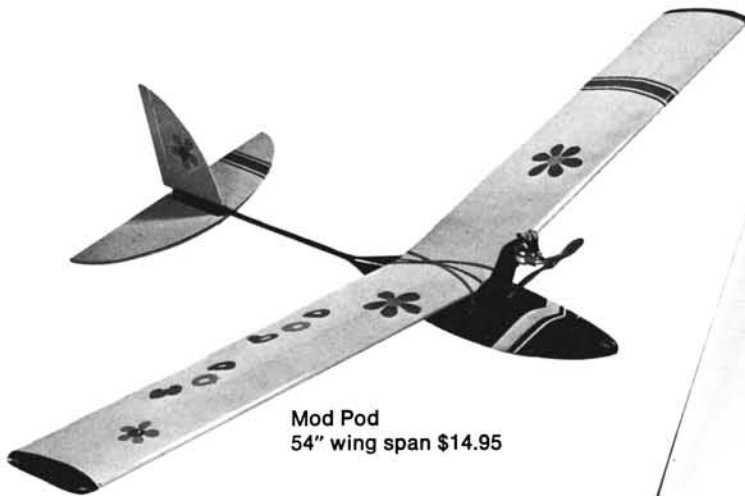
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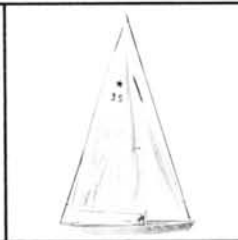


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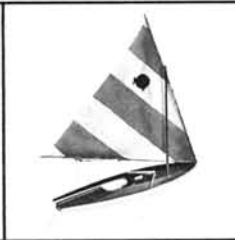
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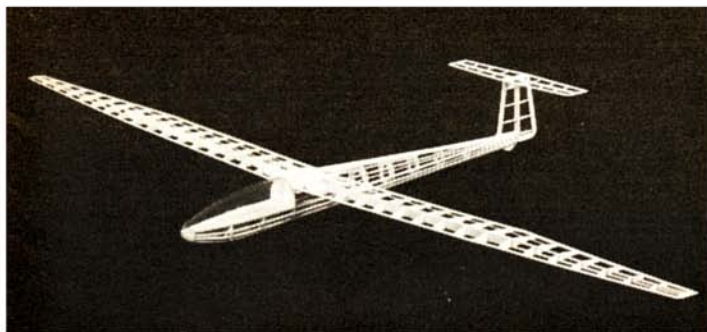
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## The Cannon SP550 Executive IV

Mfg. by Cannon Electronics, 13400-26 Satcoy Street, North Hollywood, California 91605.

The new Cannon Executive IV system is a digital, Proportional design. All transmitters, receivers and servos are operationally interchangeable with others, but aside from the differences in the plug connections, owners will find them compatible we are informed. This opens up a wide selection of servos for special purposes and individual needs, your choice is almost unlimited. The receiver and servos are separate components, rather than of "brick" or modular construction as for most advanced builders, it is felt that this offers a greater degree of design flexibility.

The Executive IV system includes the transmitter, receiver, 500 mah rechargeable nickel cads, switch harness, external charger, charging cords, and four servos. It is available only as a four channel factory assembled system, in Mode I or Mode II.

As for some technical details, the Cannon system is currently offered in the 26.995, 27.045, 27.095, 27.145 and 27.195 frequencies. Designed to operate from 0 degrees to 140 degrees Fahrenheit, transmitter operating voltage is 9.6 volts, with 500 mah nickel cadmium cells. Power in-

put is 1000 milliwatts, output is 750 milliwatts. Current consumption is 80 milliamps.

The receiver is a double-tuned super-het type, two microvolts sensitivity. Band width is 6 DB at 4 KHz. Frequencies to match the transmitter. Operating voltage is 4.8 volts, current drain 26 ma. It measures 3/4" deep by 1-1/2" by 2-1/8" long, weighs in at 1.4 ounces. Case is high-impact plastic, single deck construction and operates four channels.

Servos offer a rotary output with 45 degree rotation and plus or minus 1% resolution. Thrust produced reportedly exceeds three pounds. Weight is 1.2 ounces. Current drain is 10 ma in neutral, 150 ma running and 450 ma in full stall.

The receiver battery is of the nickel cad type, 4.8 volts, 500 mah, measures 1-1/4" square by 2-3/16" long. Weight is 4 ounces.

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