THE ANTIC

BY

PROCTOR

I had a set of plans for the Antic, 80 inch span, monoplane version, that were given to me many years ago. Since I was looking for a Winter project, I started to make a materials list in anticipation of building one. The kit uses a lot of bamboo and since I could not locate a suitable supply, I called Proctor to see if they could supply. I had not seen the Antic in their newest ads and was delighted when I was told it was available as a kit. I ordered one on the spot. I opted for two upgrades, the wire wheels and the aluminum streamlined gear, as opposed to the music wire gear. The Antic was designed by Lou Proctor in 1964, so I knew it was a great choice since it continues to be manufactured today.

This kit is meant for those who like to build, it is not an ARF. The quality of the kit is a A One, first class, excellent (you think I liked it?). The wing ribs were stacked and banded together and looked like one solid piece of plywood. Other parts were of similar quality.

My first task was to build a wing rib jig since the 1/32" ply ribs had to be cap stripped, top and bottom, previous to wing assembly. This proved to be very beneficial, since once built, capping the ribs went quickly.

Several of the bamboo parts, the rudder and vertical fin outline and the wing tips, come pre-formed. My guess they are formed in a steamer. Parts fitting was excellent, everything just seem to fit and fall into place. CA was the prime adhesive with Aliphatic used as required.

The original Antic used gigantic (by today's standards) Bonner linear servos, which continue to be shown on the plans. Since they took up so much room the fuel tank was located externally along side of the engine. Since modern radio equipment consumes so little space, I elected to make some changes. The original used one servo located in the fuselage, for both ailerons. Pushrod connectors were located just as they left the side of the fuselage, to allow for wing removal. I located servos in each wing very near the root and arranged a plug in the cockpit for connection. With this arrangement I can transport with one wing in place. Attaching the second wing at the field is a 5 minute job, even though it involves functional flying cables.

The second change was locating a 12 oz. fuel tank in the fuselage. This really cleans up the looks of the engine mount. The space vacated by the fuel tank proved to be an ideal location for nose weight which was required. The engine mount comes cut at the proper angle for offset and down thrust. The offset is six degrees and really looks extreme, but don't mess with success, leave it be.

When I began work on the fuselage I discovered I was missing the firewall

(I had two of some other former). I e- mailed Proctor and two days later it was in my mailbox. It had been shipped Priority Mail. Not only a quality kit but quality service also.

I am running a OS 70 four stroke and it fit with no problem. It has proved to be a good choice since it is more than adequate power and sounds great.

I chose 21st Century fabric for the covering. This stuff is a joy to work with and the fabric look is really appropriate for the vintage styling. The open framework and the exposed ply were stained with Proctor lacquer based stain and finished with poly u satin.

The elevator and rudder are driven by push-pull cables and the wing is rigged with cables, all of which are supplied in the kit but require cutting and swaging.

FLYING

As mentioned, the OS 70 is a good match for the airframe. Since the airfoil is undercambered, high lift is available and the tail comes up quickly for realistic takeoffs. If your in a hurry, go to full throttle and be off the ground in several feet. Landings are a breeze but very sensitive to crosswinds which require aileron application at touchdown or it tips onto a wingtip. This is no problem since bamboo runners are on each wing tip.

Taxiing is unusual since there is a tail skid, not a tail wheel. I soon discovered that application of up elevator during taxi didn't work. Simply steer with rudder and no application of elevator.

The Antic is a joy to fly and at low throttle seems to do everything in slow motion. Loops, rolls, stall turns and spins are no problem. It will fly inverted but I don't think it is supposed to do that, the pilot might fall out!

I constructed a glider launch rig which sits over the CG and on several occasions have successfully launched a 5 foot span machine. Flying characteristics change with the glider on board due to the increased lift provided by the glider, but it is controllable.

If you enjoy the looks of a vintage model that is a pleasure to fly, consider the Antic.

Henry Bergen