

# Pilot Briefing

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## Upcoming Events

**June 3 Next Meeting– Field Meeting 6 PM food 7PM Meeting Red Wing**

**June 18 Funfly Wallkill Field 9AM rain date 6/25**

**June 18 Warwick R/C Model Flyin WarwickNY. Info on our club site**

**June 20 Board Meeting 7 PM PUMC**

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## President's Corner

Hi everyone,

Boy, this season sure has not gotten off to a very good start. Between the rain and windy weather I have not had too many chances to do any flying. I hope things change soon.

I attended the Taghkanic Lake Float fly on Sat May 18<sup>th</sup>.

Everyone tells me that the day turned out to be one of the nicest float fly events in many years. The wind was light and variable all day and the sun even showed itself on and off. All in all, it was a very nice day. We had about 15 MHRCS members and a father and son team from the Model Masters.

There was lots of flying by everyone and although there were some minor equipment problems, I think everyone went home with the same amount of pieces they came with. However, a few planes were going to need a few days to dry out. But that is float flying. I left at about 1:30 and there were still many flying. Maybe Jesse can give a report on the Sunday turnout in the next newsletter.

The summer field meetings will start with the June meeting on Friday June 3<sup>rd</sup>, anytime after 5pm at the Red Wing field. Thanks to a few members, we will have a barbeque for those that are hungry. Come on out and enjoy the group. Let's hope the weather is nice for us.

The **July** field meeting is at the Wallkill field July 8<sup>th</sup>. There will be food planned again for this meeting.

The **August** field meeting will be at Red Wing again on August 5<sup>th</sup>. As of right now, I am still looking for some volunteers to do the cooking at this meeting. If you are interested in helping, please let me know.

The mower at the Wallkill field is up and running again. A mounting block that supports the deck was damaged. It looks like the deck may have been caught on the shed or something else because the steel locating pin on the mounting block was sheared off. Luckily, there was no damage to the deck, just some adjustments required. This mower is very sensitive to steer, so once again I recommend you **NOT** try to take this mower out of the shed if you have not had a chance to run this machine on the open field.

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The grass at the Red Wing field is starting to grow. I am hopeful that it will fill in over time and the runway will once again be all grass.

#### **Thursday Night Flying at Red Wing Field.**

There are many of us that are planning on making Thursdays a gathering night at the Red Wing field. We did this last year and everyone seemed to enjoy it. There is always lots of flying and good company, so come on out and enjoy. People usually start arriving around 4:30pm and stay till after dark. There was even some night flying last year. Let's see who has the most lights this year. If you have not seen night flying you are missing out.

That is about all for now. I hope everyone can get out to use our two fields. They are in very good condition and should only get better as the rain stops.

Warren Batson  
President MHRCS

**Fun Fly !!!!!** Don't forget the club fun fly event on June 18th with prizes and food! Jonathan and Lynda Eli are running the event at the Wallkill field.

#### Wallkill Flying Sat. May 7th



Bob Allen at the sticks on a beautiful day at the field



Bob again at the sticks, but this time with the observers Whit and John. I think Whit had a vested interest in Bob's flight since it was Whit's plane in the air!



Whit's Extra piloted by Bob Allen



Whit looks pretty relaxed here. From the transmitter, it looks like Bob is still flying the Extra.



Rick R. greeting Neil Hunt who was flying as a guest of the editor. Neil's plane was built by his son Mark and given to him as a gift. Neil also brought a brand new electric Corsair that came out after a brief shower. Wind and rain stopped a lot more fun began!



In the 60's the Buckingham's had a song called, Kind of a Drag. Warren drags his Cub to the flightline. It is anything but a drag in the air. It flies as great as it looks.



The Cub at the starting gate!



Whit's Extra coming in for a beautiful touch down. This time with Whit piloting the ship!



With a threatening sky Whit taxis the Extra back to the pit under Padre's supervision.



With a storm and rain imminent many of the pilots packed it in for the day. But the brave souls stayed to see the storm pass by and the rain stop. Some really beautiful flying conditions developed.

And then..... it was perfect weather for electric warbirds over Walkkill to begin!



The pilots of these two aircraft were ready to do battle in the sky over Walkkill. But before the battle, the chivalrous German pilot, Capt. VonPhilbrick test flew Pappy Hunt's Corsair!



And then the two Marine's battled it out until VonPhilbrick's plane ran low on fuel. Then the ungrateful and ruthless Pappy Hunt strafed VonPhilbrick as he landed his plane!



Then VonPhilbrick readied a Fokker to battle a very young, but gutsy pilot, Jonathan RickenEli.



Poor RickenEli, his plane flew at the frightening speed of about 2 miles per hour. This time, VonPhilbrick showed no mercy!

Float Fly Photos.....thanks to Pres. Warren for the photos and comments!



The early arrivals



Rob Schultz flew this little electric similar to a Lazy bee. It flew great.



A few of the planes ready to fly, and others putting planes and boats together.



A closer look at the early morning setup. In the foreground is Rick Rizza's PBY which I had a chance to fly. It flies really nice, almost like a trainer. It also looks real nice in the air. My only complaint was that it is too small. You had to keep it very close to your self.

Float Fly continued.



The line up of member's cars. There were about 15 members at one point.



Lou Callan's tunnel hull Airboat. Lou ran this boat may time through the day it ran real well

## I'd Rather Do It Myself! By Ron Revelle

The last time I flew my Venus II this year at Wallkill, I noticed that the prop seemed to have too much front to back movement. I suspected it was a front bearing going south. The consensus at the May meeting was that a bearing was wearing out. The master engine specialist, Jack Robinson was not at the meeting to make a definite diagnosis. Not being anxious to box up the Saito 125 and send it off for repair, I had to make a decision.

A long time ago in a galaxy far away when I used to fly Kwik Fly II's, Tiger Tails and Phoenix 6's I didn't hesitate to change the rings or connecting rods in my Super Tigre Bluehead 60's. But getting back in the hobby and facing 4 cycles I admit it was a bit daunting the first time I had to pull the rocker arm covers and adjust the valve/tappet gaps. I thought maybe changing the front bearing won't be too much of a task. Doing a little reading I found that many times it is the rear bearings that go first. So I decide to peek inside the rear cover and see what I could see. What I saw was a lot of what seemed to be some kind of sludge. It scraped off easily with a popsicle stick. I couldn't determine the shape of the rear bearing, but I was making a decision to tackle the job of changing ( or rather trying ) to change the bearing myself.

To be on the safe side, I sent off an order for front and rear bear sets to Horizon Hobbies. They replied immediately and the order was shipped the next day! Kudos to Horizon, fast service and parts in stock! Meanwhile I set about disassembling the 125. I decided to pull the cylinder head first after I took off the rocker arm covers. Because of the shape of the cylinder on a Saito, the long end of the proper size allen wrench couldn't get a good seating in cylinder screws. A couple of tries at an angle, and not having a ball wrench that would fit, I found that short end of the wrench was too long to seat properly. I decided to grab my very old Dremel tool that my sister gave in that other galaxy! Cutting the length of the short end in half allowed me to get a good set in the screw heads. They were stubborn but surrendered when they saw I was determined to get them out! I think I had to heat one a bit. The Cylinder lifted easily and the connecting rod came off the crankshaft equally easily.

Next, I had to remove the taper collet and drive flange from the front of the engine. Easier said than done. No way would it budge by pulling on it by hand. No, I wasn't tempted to use vise grips! So I got in the truck and headed to the auto supply store. I found a valve puller that seemed to be the right size. When I got home, I applied it to the engine. Oh, by the way, I simultaneously was experimenting on a less expensive 4 cycle engine that had been given to me. The puller wouldn't move the collet and drive flange on it. I tried it on the Saito. Same story. I even tried heating the parts first and then pulling them. Nope, they wouldn't budge. So, I place a call to the master, Jack Robinson.

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## I'd Rather Do It Myself Continued

. He suggested that I put the puller on the parts and while the puller was on apply heat. If that didn't work, he kindly offered to have me come over and he would see if he could help me. I tried Jack's suggestion and it still didn't work. But it seemed that the puller would tend to pull to the side when pressure was put on it and it would then slip off the lip of the part. I decided I needed to try to find a different puller. A stop at another auto supply store only turned up a very similar puller. So last resort before taking Jack up on his kind offer, I stopped at Sears and found a puller that I knew would solve the problem. It had three tongs and two adjustment. After stalling a bit due to the price tag, I figured if I am going to do this on other engines, I might as have the right tools. So I made the purchase and headed home. I got home, put the better puller on the less expensive engine and the part popped right off without heat. The part on the Saito came off equally easy.

Then, I needed to remove the cam gear housing. It resisted because its gasket was totally fused to it and the crankcase. Removing the housing left the gasket in pieces. So, rather than try to piece them together, I decided to just order a set of gaskets from Horizon. The same quick service resulted.

Finally, I was at the stage where I could proceed to remove and replace the bearings. The crank shaft came out with little effort. So, while my wife Toni was away, I fired up the oven and followed the instructions given by Boca bearings site. Ovens aren't that hard to operate. The temps and times suggested did not result in the bearings just "falling out". So, I located my copy of Clarence Lee's 1971 book, The R/C Engine. See, I knew you should never throw anything away. I carefully followed Clarence's suggestion to heat around the bearing area with a propane torch and "smack the back of the case sharply on a piece of wood and the rear bearing will pop right out." And it did! The front bearing came out easily, after being heated, with a poke from the rear with the drive shaft. Thank you, Clarence. In replacing them with the new bearings, I followed Clarence's suggestion to "slip the rear bearing on the crankshaft. Heat the outside of the case around the bearing area and drop the shaft and bearing into place. Slip the front bearing onto the shaft and push it as far into the housing as you can with your fingers." It worked beautifully. And the result- no slop at all on the drive shaft. Problem solved!

Next I reassembled the engine setting the timing and checking the valve/tappet gap and mounted it back in the Venus II. Then moment of truth. I took the plane outside, turned on the radio, put a heater on the glow plug and applied the electric starter. Immediately the Saito 125 sprang to life sounding like an entirely new engine. It ran as smooth as silk. Subsequently, I have spent three days of flying the Venus II and the repaired Saito. It works great with no slop at all. In addition to the time I ran the engine on the plane at home at low rpm's, I flew the first couple of flights at half throttle to give the new bearings a little time to seat.

Somewhere in my info gathering, I read a comment from someone questioning the wisdom of taking on the task of repairing your engine. The individual posed the question, " why would you want to repair your engine yourself when there are so many qualified repair shops?" I could offer a number of answers to the question.

1. You will most likely save yourself some money.
2. You will get to know your engine inside and out.
3. You will probably have your engine back in service quicker without the long wait and cost of shipping it out.
4. Perhaps most importantly, you will experience the satisfaction of having done the job yourself! Further, you will know that should your engine need repair in the future, you will be able to step up to the plate again and do it yourself.

CAVU till the next time, Ron