



Skyhawk Report

February 2012

Next meeting February 20th at *Fatz Café* 1145 Woodruff Rd.
Dinner at 6:30 Meeting Begins at 7:30

| | | | |
|----------------------|--------------|----------|--|
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Quotes of the Month

“If the world were a logical place, *men* would ride horses sidesaddle.”

- **Idle Thoughts of a Retired Guy**

“You should always go to other people's funerals. Otherwise they won't come to yours.”

- **Yogi Berra**

“Did you ever notice that when you blow in a dog's face, he gets mad at you, but when you take him on a car ride, he sticks his head out the window?”

- **Anonymous**

“Never answer an anonymous letter.”

- **Yogi Berra**

New Members

On January 16th the club admitted two new members: Lee Huber and Pete Bumgardner. Both are “novices”, but just for now. Won't be long before they are full-fledged pilots! Welcome, guys!

Oh, yeah! And Johnny Floyd was named Safety Officer! Congrats, Johnny!

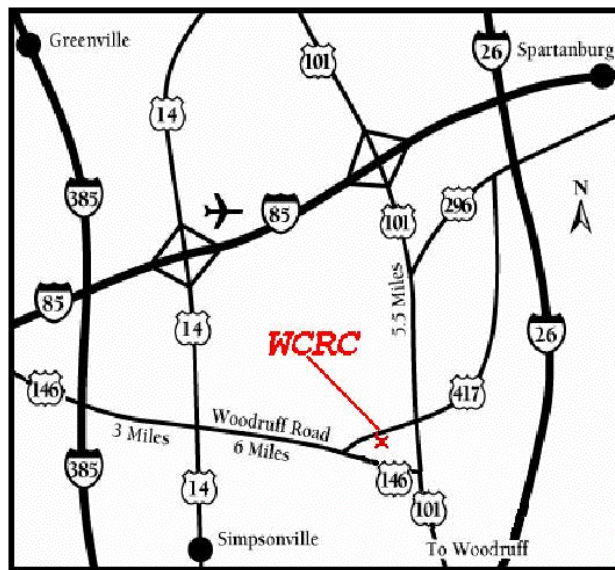
Communications

- Don't forget our scheduled "April Fools Fly-In" on March 31st!

W. C. R. C. is inviting you out for a day of fun at our flying field.

**Pilots meeting at 9:00 am
Swap and Shop
Landing Fee \$15.00 (Lunch is extra).**

Food and drinks will be on sale for pilots and spectators.



From Greenville / Anderson Area

Take HWY 85 to Exit 51. Turn right on to Woodruff Rd (Hwy 146). After approximately 9 miles, and you have crossed into Spartanburg County, bear left on to HWY 417. The Airfield is approximately 3/10 of a mile on your right.

From Spartanburg Area

Take HWY 85 to HWY 101 Exit. Turn left towards Woodruff. After approximately 5.5 miles turn right on to HWY 417. The Airfield is approximately 1 mile on the left.

From Woodruff Area

Take Hwy 101 towards Greer approximately 7 miles. Turn Left on to HWY 417. The Airfield is approximately 1 mile on the left.

For more info see our web site www.wcrskyhawks.com , "friend" or like us on Facebook, or call Mark A. Sumner at (864) 770.3355

Upcoming Events

Well, this is a bit unusual ... February fly-ins in South Carolina. Cool. Must have something to do with Leap Year I guess.

2/25/2012 -- Gaston, South Carolina. *CONGAREE FLYERS 4TH ANNUAL HELI FLY IN*. Site: Club Field. John Morgan, Contest Director. Phone: (803) 445-2323, Email: rcavi8or@gmail.com. Visit: www.congareeflyer.com. Great fun, food and above all fellowship. 60x600' grass runway with plenty of overfly area. Open flying, prizes, 50/50 available. Novice help! Swap and shop ok. \$15 landing fee includes lunch. Please leave channel 20 in the barn. Sponsor: CONGAREE FLYERS

2/25/2012 -- Scranton, South Carolina. *ANNUAL SWAP SHOP AND FLY*. Site: Tiger Field. Joel Jones, Contest Director. Phone: (843) 687-5665, Email: bigstickflyer@hotmail.com. Visit: www.flyingtigersrc.com. \$15 landing fee includes lunch. Non-pilots \$15 table fee includes lunch. Additional lunch \$5. Pilots meeting 9AM. Gates open at 7AM. Camping available. Power, restrooms, shower on site. Sponsor: FLYING TIGERS MODEL AVIATION

Huh?

I am embarrassed to write this column this month. Really, I am. In fact, so embarrassed I decided not to write what I'm about to write, right before I decided that y'all deserved to read what I wasn't going to write about in the first place. See, I replaced that Webra 1.20 I wrote about last month with a used one I had in the pile of parts in my garage. But then that engine in my little Yak 54 was beginning to run a bit rough (it was pretty old). It still ran, but kinda funny-like, every once in a while. And it turns out one cannot buy that motor in this country any longer and, so, Horizon Hobbies has stopped servicing them as well and I have learned not to take any chances when something seems amiss with my planes. So I decided to replace it with an O.S. 1.20. I really like those larger O.S. two-strokes ... very reliable. So I get my new O.S. engine, take the old Webra off the firewall and discovered, to my complete amazement, that the motor mount I had used for the Webra fit the O.S. perfectly. So no need to fill the firewall blind nut holes with dowels and re-drill new ones. "This is good", I opined, "Finally something in this sport went 'right' ". I installed the engine and the Pitts muffler, adjusted the idle screw and the fuel mixture screw to factory specs, put the cowl back on and went to the field. I filled the fuel tank, checked the batteries, plugged in the glow igniter and put my starter motor to the spinner and ... nothing. Oh, the engine turned, it just wouldn't fire. I thought maybe I had routed the fuel tubing incorrectly, but no, that all checked out fine. "Must be the glow plug", I thought, but that, too, was in good condition. So I cranked the engine again and could see that fuel was not reaching the carburetor. So I checked both needles

again, and they were just as I had set them up originally. I tried again. Nothing. Except ... there were a few small drops of fuel in the line between the pressure nipple on the muffler and the overflow fitting in the fuel tank, and I noticed it didn't appear that there were any exhaust gasses flowing in that line, either. I didn't have to be hit on the head to know that something, I had no idea what, just wasn't right. I packed the plane up, flew my other plane and then departed the scene. When I got home I considered one other possibility ... perhaps the pressure nipple on the muffler had somehow become plugged up. That would explain everything I had seen at the field ... no apparent exhaust gasses flowing to the fuel tank, no fuel to the carburetor. So I removed the muffler ...

Now, I have taken to using exhaust gaskets on all my engines these days so when I was originally installing the muffler I opened a package of gasket material, and marked it very carefully around the outside flange on the muffler so it would fit nicely when I installed the muffler to the exhaust port on the engine. And, if I do say so myself, I ... cut ... it ... *perfectly!* I did! Once installed, it wasn't possible to see even a smidgeon of extra gasket material anywhere on the outside of the joint between muffler and engine. Extremely proud of myself for such beautiful, artistic and precise application of my *overwhelming* skills, I then installed the muffler and finished up my work. Can you see what's coming? Can you? Can you understand now about the embarrassment I mentioned in the opening paragraph? I was just so *proud* of my superior work with the Xacto knife I had neglected to cut a hole in the center of the gasket, which probably would have allowed the exhaust gasses from the engine to reach the pressure nipple on the muffler which just might have pressurized the fuel tank and most likely would have forced fuel through the Prather tubing into the freaking carburetor! Talk about "delusions of adequacy" ! I was absolutely mortified by the abject incompetence I had just witnessed, more so because this particular instance of battiness originated with, uh, me!

Engine ran pretty good though after I applied my Xacto knife again ...

This Month's Special

"Gee ... those new ceramic brake pads work pretty good!"



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