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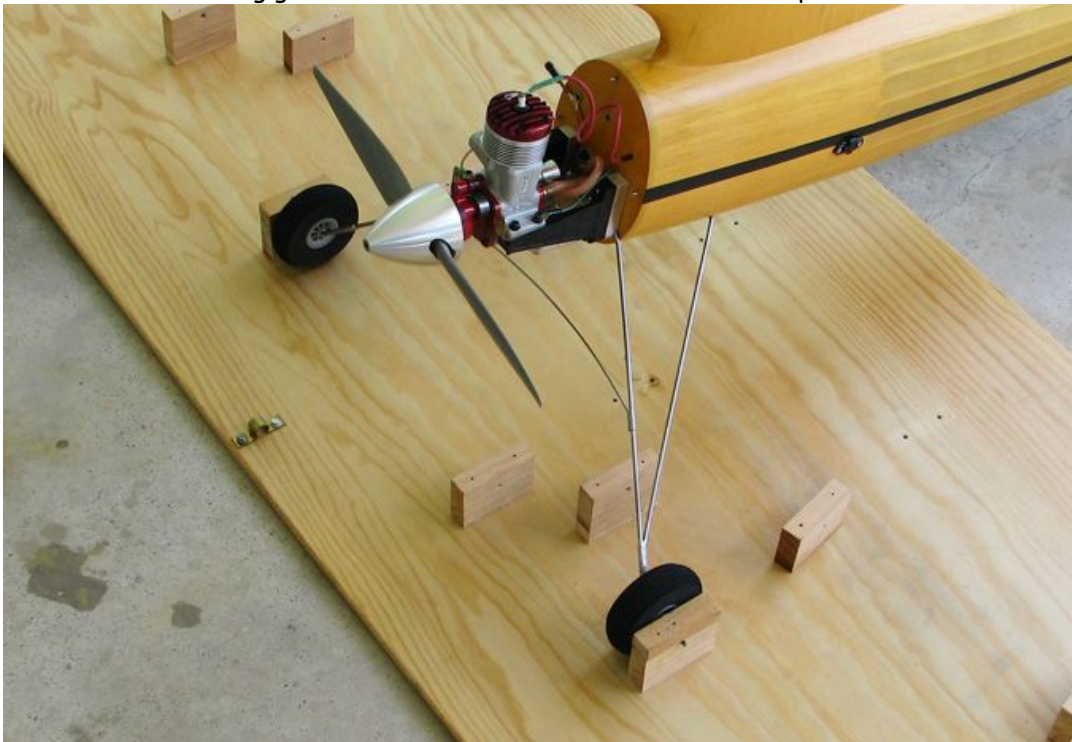
Subject: 2010 Flt Test Prgm - 31 Switched Engines in the Sailplane

2010 Flight Test Program

After installing the Repro McCoy 60 in the Sailplane this morning, I wanted to see if it would run in the Sailplane. However, I had no one to hold the airplane for me. George had suggested earlier that I build some sort of holder for the wheels so I could run it without needing anyone to help me. So I got the idea of using the fuselage rack in the Osysey. I took it out, laid it down in the carport, and put the landing gear's extended axles in holes of the transport blocks on the rack. Then I tethered the tail to one of the carport's roof support square channels as shown below.



This shows the landing gear's extended axles in holes of the transport blocks on the rack.



A long cotton cord was tied in loop, doubled, and each loop slipped over each side of the stab to form a type of a bridle. A nylon cord was run through the two loops and tied around the carport channel as shown below.



The leading edge of the stab was padded with a rag and the two loops were crossed over the rudder to keep them from drifting outboard as shown below.



I fired up the Rebro McCoy 60, needled it to peak rpm, and let it run the tank out. This engine runs as well in the Sailplane as it did in the big Bomber. Therefore, one has to conclude that there is now some kind of a problem with original McCoy 60, but what? However, before I do anything else with the original McCoy 60, I want to put the small port Ohlsson 60 in the big Bomber and test run it here at home in a Texaco mode using Coleman lantern fuel turning a 15 X 8 wooden prop a little over 4,000 rpm sometime next week.

I am going to take a break from all of this over the weekend. Maybe if George is available, I will test fly the Sailplane again in next Monday.....Tandy