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Subject: 177 Sailplane Original McCoy 60 Problem Resolution

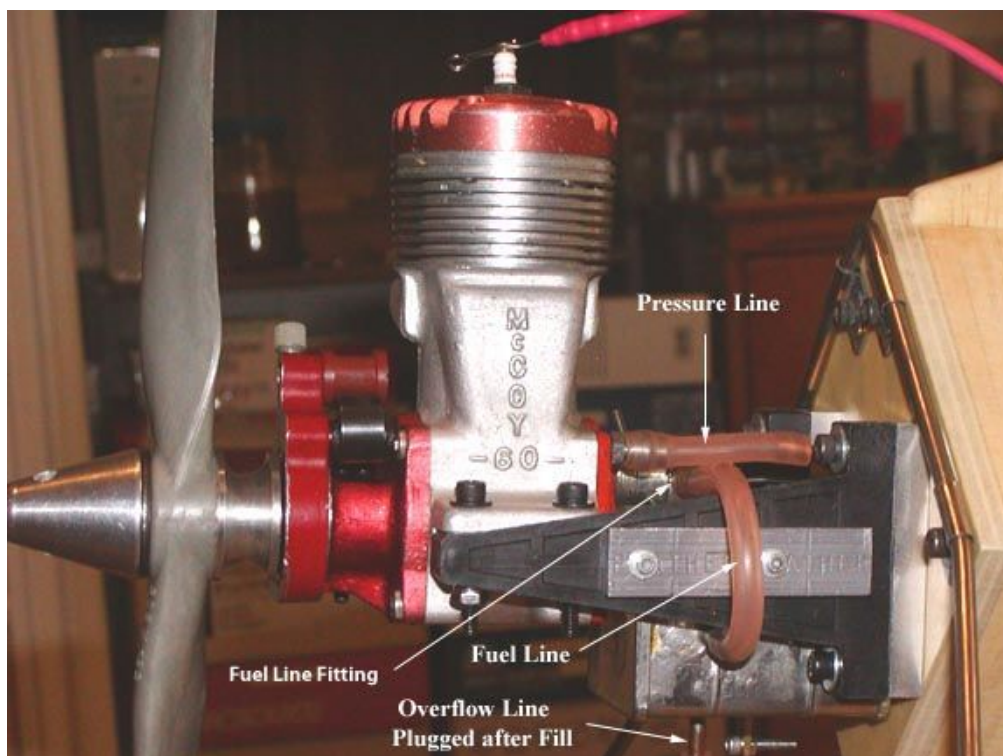
2010 Flight Test Program

Last Tuesday
August 13, 2010

I called my good friend George Tallent after lunch today. He lives in Picacho, Arizona, and is a very good engine man, especially with Ohlssons and McCoy. I described my recent problems with the original McCoy 60. He said it sounded like either the rear rotor is loose on its spindle or some kind of a piston problem preventing the engine from turning up. Well, if it is either one of those, I couldn't fix them anyway. I asked him if I boxed the engine up and mailed it to him this afternoon, would he take it apart, go through it for me, and then test run it after he fixed it. He said "send it on to him" so I just got back from the post office mailing the engine off to him. This way I know the problem will be found (*if there is one*) and fixed.

Today
August 18, 2010

I received a call from George Tallent this afternoon. He had received my original Series 20 McCoy 60 ignition in the mail yesterday. This morning he set up the engine on his test bench and tried to run it several times. He said each time the engine would run out the prime and quit. After checking out a few things, he found the problem, which was easy to fix. The fitting in the venturi that the fuel line hooks onto was plugged up. :O< This fuel line fitting is pointed out in the picture below. George cleaned out the fitting and the engine started right up. To tuning up the engine, the spark advance did not require adjusting. He adjusted needle valve, and ran out a tank of fuel. George's comment over the phone was that "it really turned up in rpm and ran well. He let the engine cool off and ran a second tank of fuel through it just to verify that the problem was fixed. He is mailing the engine back to me this afternoon.



I went back to my Flight Test Report No. 28 found the following discussion: "This morning I removed the

engine/tank assembly from the Sailplane fuselage. Then I removed the tank and flushed it out good with alcohol. I also flushed out the fuel side of the spray bar and checked to see that the pressure fitting in the crankcase was tight. It was." So the tank was clean and the fitting was open at that point. Somehow, the fitting must have gotten stopped up after that? I really do not understand how this happened at all. When I recieve the engine back from George, I will put it in the Bomber and test run it just to be sure it runs well in the model.....Tandy