



Engine Enigmas Exposed

The motor breakdown talk by member Bill Hauth was perhaps one of the most informative meetings of the year. It was certainly one of the better attended.

One of the revelations of Bill's demo was just how easy it was to take an engine apart.

Most fliers faced with the prospect of taking one of their motors apart, especially one "brand new" out of the box would rather drink a gallon of fuel.

All engines wear out over time, and often it is a simple matter to bring them back to their original performance.

Other times, a crash may break part of an engine and it only requires the replacement of a part to restore it.

In fact, anytime that an engine is involved in a mishap, there is very likely damage to the engine.

A head on collision with mother earth doesn't look like it would cause any damage, but you might as well whack the prop bolt with a hammer.

The effect will be the same. The front bearing always takes a beating.

With the cost of a good engine, it may well be worth it to replace the bearings after a number of hours of running.

Engines operate at high temperatures and high RPM's. As with any mechanical device, wear and tear takes it's toll.

One would think that you would need some fairly sophisticated tools.

All Bill brought to the table was a battery terminal remover, a vise grips, an Allen wrench and a small torch.

One of the more notable hints was the use of a couple of x-acto blades in conjunction with a vise grips to hold the engine while you are heating it.

The blades protect the engine from the hard surface of the vise grips.

As he emphasized many times, the engine parts are soft aluminum and easily scratched, dented and warped.

Bill began with a brand new engine.

First he applied his "gear puller", (actually an inexpensive battery cable extractor), to the prop plate, easily slipping it away from the housing.

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Bill displays newly extracted engine shaft

2005 Mall Show

Many great models graced the tables at this years show in McKinley Mall. From the giant quarter scale jobs down to the penny gliders, the show featured models of every size and shape.

Warplanes from both of the century's great conflicts vied with Classics from the Golden Age of Flight.

The Penny Glider program was well received, especially on Saturday.

Our simulator program, a mainstay of previous mall shows, quit after about 3 hours and all attempts to resurrect it failed.

In spite of it's loss, there was a steady crowd of people looking over the assembly of models.

This was the second year for our visitor nominated aircraft beauty contest.

This year's top winner was Orv Chatwood with an Extra 300 LX.

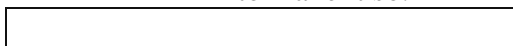
Vince Rasp took 2nd with his Pitt's



Orv Chatwood's Extra 300

Special and Bill Scaglione came in 3rd with a beautiful P-51 Mustang.

A great many knights made this a very successful event and spent many hours at the mall to make it so.



... from the president

I would like to thank all the members who came out to make our Mall Show a great success. Although the crowds were not as large as other years, (Erie County crisis), a great interest was shown in our display and the workings of our club.

It was our opportunity as members to spend some valuable time together, revisiting old memories and starting new ones.

It also showed the community how our hobby can bring family and friends together in the spirit of having fun.

A special thanks to Hugh Spears, Herb Horni and his friend, Audrey, Petunia and all the others who worked on the penny gliders. The kids sure enjoyed them.

Chairpersons for the "New Members" Committee.

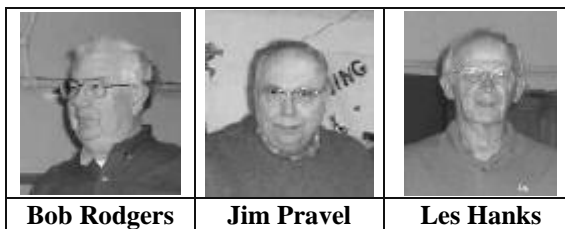
Jim Pravel and Bob Rodgers accepted the chairpersons positions for the "New Members" committee.

A great hand must be given to Les Hanks, who chaired this important committee for so many years.

Often new members come into the knights, and have no idea of the kind of plane to build for a beginner or even how to go about it.

Other's have flown before and have built many planes, but may not be aware of situations that may exist at either of the two fields that the clubs utilize.

Rules and conditions at the fields change, often in drastic ways, such that even the members may not know quite what the current status is.



Every club has their own unique character and along with that certain things are expected of members and the members can expect certain things from the club.

The club therefore has the responsibility to make itself known to each new member.

That is the task of the "New Members" committee.

Chinese Auction - 2005

Each year the club hosts a chinese auction at a meeting during February.

This event started as a way to break the monotony of the long winter and as a means to raise money for the North Collins field improvement program.

It affords a unique opportunity for our members to pass along various items that they no longer need but that others might find a use for.

For many it often turns up that diamond in the sand.

Strangely, a few of the items seem to be in eternal circulation, simply moving from one lucky (or unlucky) owner to another.

This years event was as successful as ever, with fifty to sixty great prizes to be drooled over.

Bidding was fierce.



Lucky winner (Nick Scaglione) claims prize

When the smoke cleared, many happy knights went home clutching newfound wealth. For those who didn't get a prize, there's always next year.

Perhaps even the same prizes

Recognition Program

One of the first actions taken this year by the club officers was the approval of a Recognition Program involving our membership. In the near future, you will receive a letter explaining the program and a questionnaire asking for some basic information. Please take a few minutes and respond.

A Good Idea

Here's a note from Bill Scaglione. Now that spring is upon us and we are getting ready for that first flight, make sure that you check your battery packs that have been laying around all winter. It seems that when the batteries sit idle, one or more of them in the pack can spontaneously fail, putting our first flight at risk.

Our new 2005 Raffle Plane



Shown at left is the new P-51 Mustang, constructed by Jim Pravel. It will be displayed at the mall show. This beautiful warbird will be raffled at the close of our Rally in August.



Floyd Brown

Nov. 24, 1929

Feb. 26, 2005

In memory of Floyd, a tribute was set up at this years' mall show.

On Saturday afternoon, his wife, Charlotte and family stopped by to thank all his fellow Flying Knights for their caring and prayers.

Floyd was a great member and friend to all of us and will surely be missed.

Summer Events

June 25-26

RCCR

Ray Edmunds Memorial Air Show & Fun Fly
Northampton Park Model Flying Field,
Brockport NY

AMA sanctioned (all models will be safety
inspected)

Scale and non-Scale models under 55 lbs.

Free picnic supper Saturday for participants.

All day --- Macedon Field

Wing & Rotor Fun Fly

May 22nd ----- 11am

Reservoir Park

Free for spectators
and pilots

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He removed the back plate, informing us that many times due to mass manufacturing, screws, bearings and parts are not always as tight or as aligned as they should be.

He cautioned that we should pay attention to the orientation of the back plate.

Although the motor parts are simple and straightforward, if you make a couple of notes along the way, you could save yourself some grief later during re-assembly.

This is especially important in the area of the piston and the sleeve. The ports are not symmetrical.

One area that he concentrated on, was the seating of the bearings. Using a little heat, never more than is necessary, they should drop out easily and just as easily reseat themselves.

Using metal can easily damage the balls in the race, setting up flats and wear spots that will cause trouble down the road.

Tapping with a wooden dowel

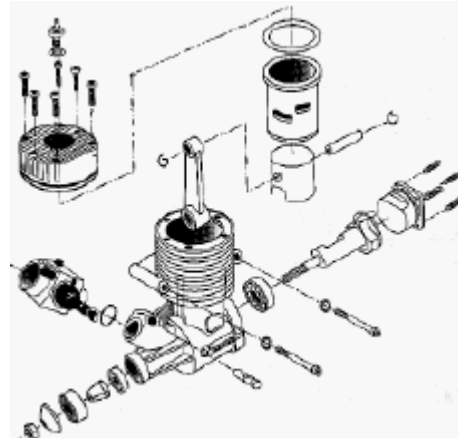
First Summer Picnic of '05



Flight Instructors for the 2005 Season

Mark Chamberlain	Stu Brierly	Les Hanks
Tom Filipiak	Jerry Piscitello	Bill Eberhart
Bill Scaglione	Frank Shattuck	Bob Waldruff

Check roster for contact information



Main elements of a model engine

should seat the balkiest bearing.

Most members are not into racing, but, actually stripping down an old engine for practice, will certainly make one feel at ease should an actual engine event occur.

This is one talk that would bear repeating on an annual basis.

There is always some new point that somehow you missed the first time.