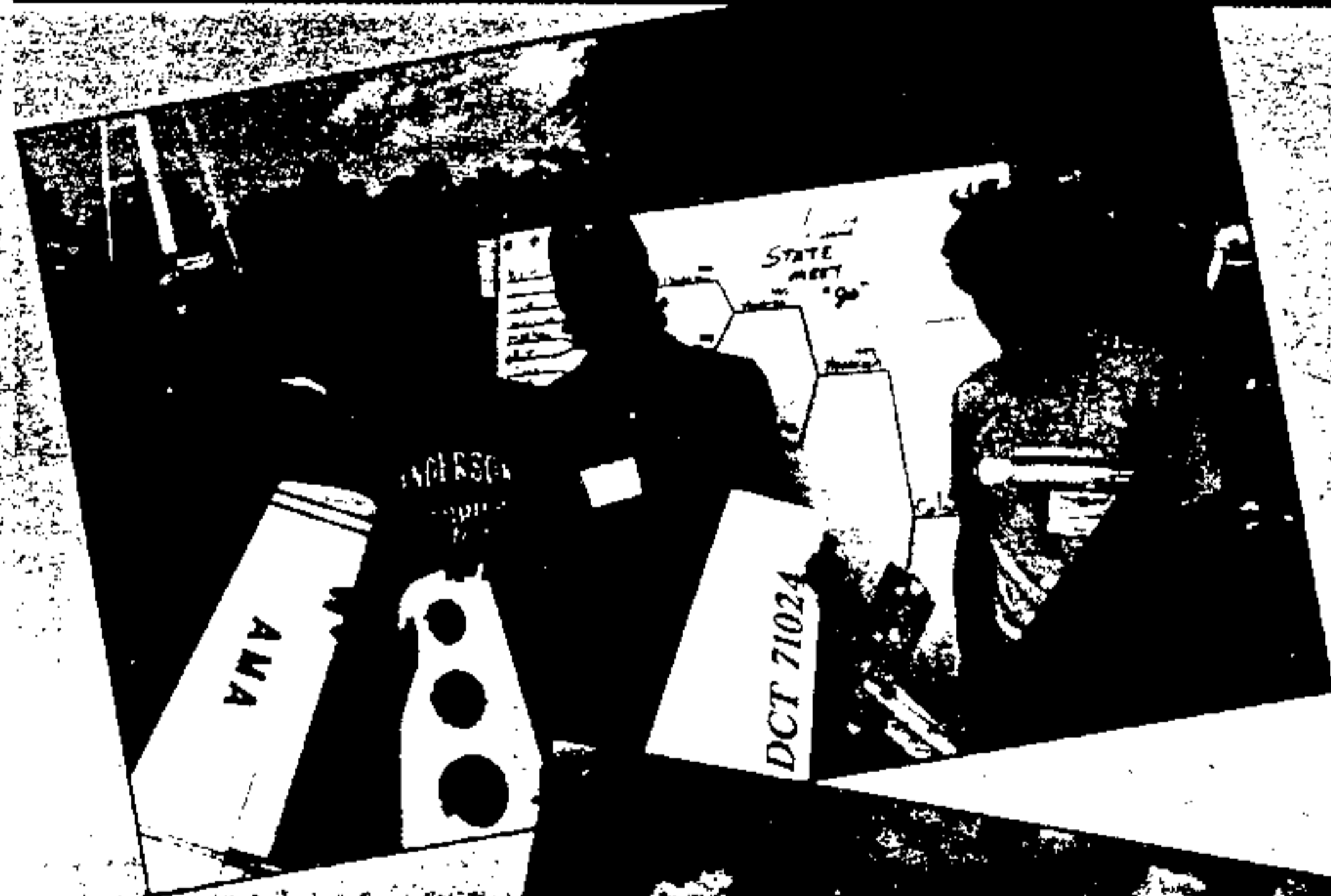
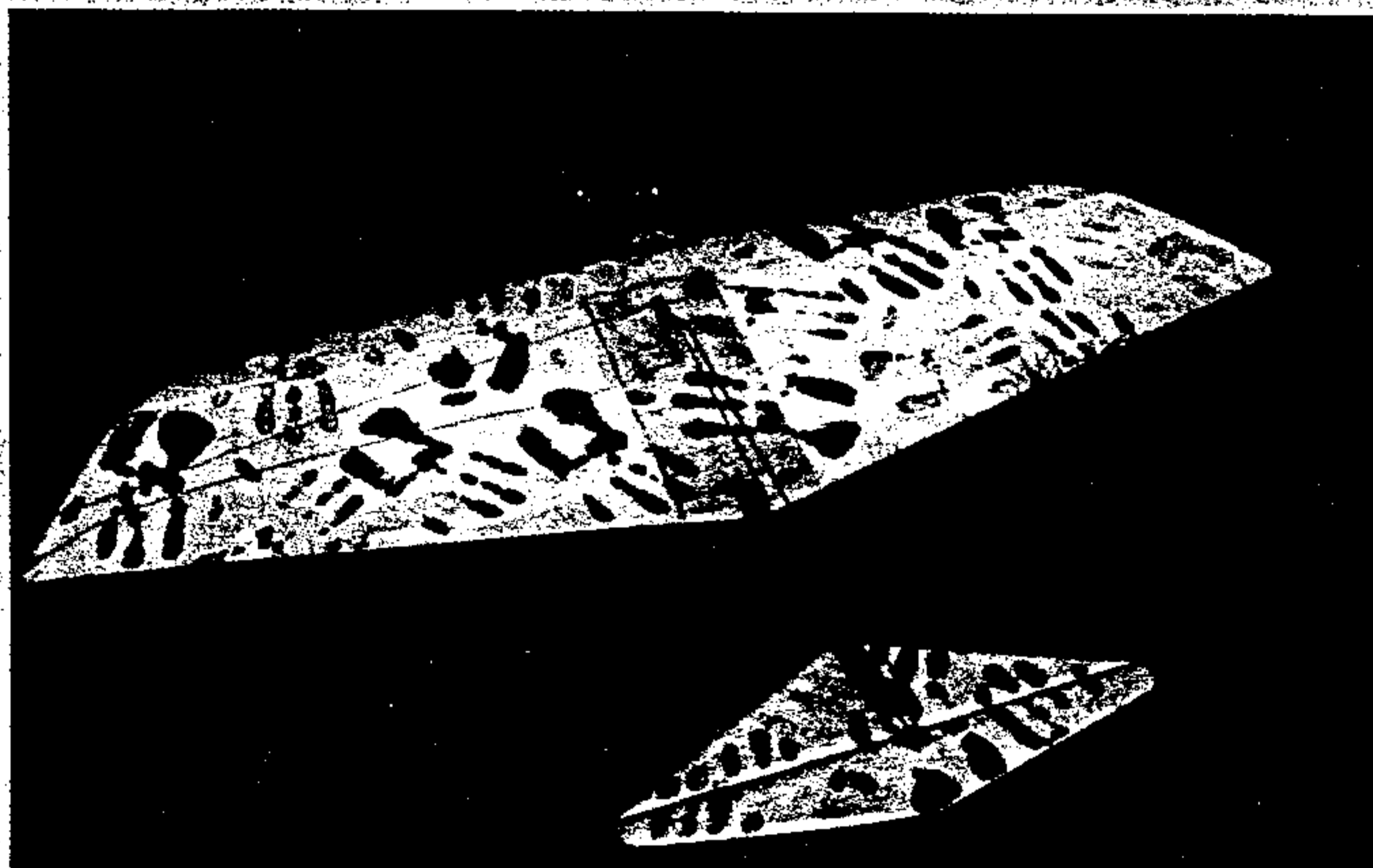
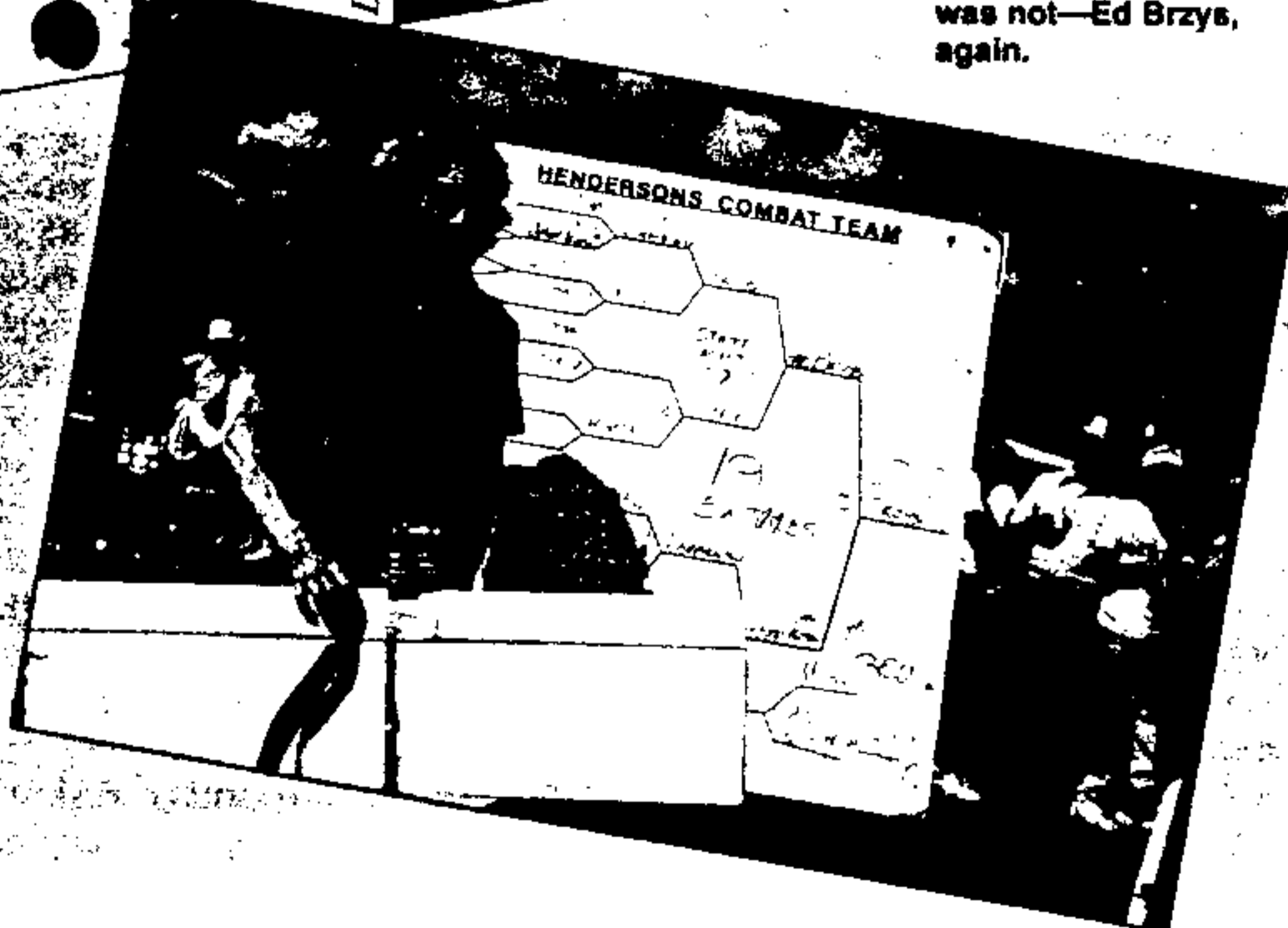


GETTING A RUNNING START



(Above) Bob Whately's SLOW is decorated with day-glo hot neon handprints of his kids. Outdoor Controls. (Left) SLOW winners at 1990 Exchange Club State Meet: Ron Colombo, 1st; Ben Henderson, 2nd; Bill Trumble, 3rd; Steve Kott, 4th. There were 22 entrants in the State Meet. (Below) Super Slow had 19 entries, not bad for a local "non rule book" event. While the event was new, the winner was not—Ed Brzys, again.



Let's begin with a little poem: *If the engine won't run, the flying's no fun.* OK, it's not Robert Frost, but if he were a relatively inexperienced control line flier trying with some difficulty to get his first Fox .35 stunt engine started, he might have said it. What the experts know and do automatically when it comes to starting engines may have entirely escaped the beginning flier's notice. So, this month we'll discuss some elementary aspects of engine starting and, we hope, save some fliers from becoming discouraged and turning to poetry.

Something commonly heard around flying circles, particularly from the newer fliers, goes like this: "Boy, those Foxes (Eryas, K&B's, O.S. Maxes, etc., etc.) sure are hard to start. I'm gonna get me a good engine!"

Let's puncture a myth: No modern-day model airplane engine is hard to start. Some have different characteristics than others. All are a little more balky on a cold day than on a warm sunny day. When they're taken out of the box and started the first time, some may be a little more cranky than they will be after a few runs. But, handled properly, virtually any modern engine can be started with a few flips of the prop.

Furthermore, most modern engines are just as easy to start cold or hot from a high-speed run. You just have to learn how to treat them in the various circumstances. Case in point: Ten years ago, when Pacific Northwest fliers decided their favorite racing event, Northwest Sport Race, had speeded up a little too much to be an entry-level event, they decided to split it into two classes, one of which would be limited to the Fox .35 stunt engine. That's now called Northwest Sport Race, and another less restrictive event was created called Northwest Super Sport Race.

When it was announced that the Fox .35 would become the required racing engine, it was heard from many quarters: "It won't work. You can't restart a hot Fox .35." But almost immediately, the more canny fliers were starting the Foxes both cold and hot with one or two flips. Nowadays on the Northwest Sport Race circle, nobody says you can't start a hot Fox! In fact, the Fox .35 stunt has become the popular "sport" racing and combat event engine nationwide.

So what is it about starting engines that causes some fliers to make it look so easy, while others seem to be trapped in one of