

## JIM PETERKIN'S CORNER

The first thing I would like to do is ,once again ,ask all of you to say a prayer for those of us who presently are experiencing physical, mental , financial or for that matter any challenges that inhibit or hamper their or our enjoyment of the beauty and pleasure of this, our hobby.

Before I start talking about my **Maverick Project**, I would like to share something with you. Cabin fever is a real thing! I hate it because you don't know you have it until you shake it off, usually by getting your butt outside. This club's response to the winter's god awful flying weather was to show up at that flying field, on this first 50 degree day, in a force that could only be described as glorious. I can't tell you which I enjoyed more the feeling of the cabin fever peeling off of me or watching it peel of others. I had a blast!

It always creates a tremendous amount of comfort in me to see the usual suspects going about their usual thing but when it comes to Ray Gallo, OMG! I was at the field for only two hours and managed to speak to everyone (my thing) except Ray Gallo. He was too busy flying. I loved that! Imagine, this guy is what, 82-83 years old and he was up in the air at least 3 times, while I was there.

The next day I spoke to him briefly and my take on his comments, which I hope, will be accurate they are as follows. What we discussed was all the kidding and badgering he received when some of his planes made some unscheduled dives into Jamaica Bay, etc. He and I both agreed on two things. One! He had a run of bad luck. Second! He could, (and so far has) at the golden age of 82-83, out fly most of the arm chair, butt sitting, critics who gave him such a hard time last year. Don't you love it when a man does manly things? Thanks Ray for showing me that you should do, what you want to do, as long as you **can do it!** Don't mess with RAY because he is the man. The last thing he said to me was "I fly a lot and that's why the law of averages seem to catches up with me but I don't lose planes more or less than anyone else". (Amen)

This is the time of the year when eagerness and the sheer lust of flying overcomes common sense. That fact is evident by the airplane carcasses in the

garbage cans and by those many unscheduled nature treks into the forbidden jungle. Calm down; check your equipment but most of all try your best to be careful. This time of the year, it is always wise to be mindful of the fact that a bad winter can and will produce a lot of rust. Happy Flying!

Ok! Let's get down to it. Leading edge technology can be a pain in the neck sometimes. I'm sitting here in my workshop waiting, in a form of limbo, for six weeks for a piece of equipment to be manufactured and shipped out to my hobby distributor. I pre-ordered the Castel Creations, 160amp, High Voltage speed controller. That sound cool doesn't it, but it doesn't mean crap unless you have it in your paws. In the mean time I striped out this jet and did some, careful research in order to figure out how to put this Frankenstein project together.

The first thing I noticed is that working on gas ducted fans was and is still a messy thing. What this means is that the guts of this plane, no matter how hard you try, will never look like the clean interior of a ,made from the factory, E.D.F. Jet. I still have to scrub my hands after working on this project. Ok let's see some pictures: I want my jet, this= to look like this=, but that is not going to happen so I have to do the best I can. The good news is that if I bought an E.D.F. dedicated jet, I would be spending a lot more bucks on it (at least a thousand or two). So I'll put up with the grit. Besides, it's all about the flying, right



The first thing was to filet, gut and modify this puppy. The viofan had a big nose so it protruded into the inlet ducting. This so called *cheater hole* had to be cut out and sealed so dirt and stuff from the nose gear bay did not get into my new Stumax fan. Of course I could buy new inlet ducts from B.V.M. but, guess what! They are expensive and I would have to perform major surgery on the plane to replace them. I chose to dermal cut and glue fiberglass over the opening. The ducts will be more open, freer flowing and throw less dirt into my new Stumax (expensive) Fan. Lucky me, I had fiberglass left over from the good old days before ARF's, when



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we used to glass the center wings. I grabbed my dremel and went to work like a mad scientist and produced this cool inlet without that ugly cheater hole. I was a little out of practice and got epoxy everywhere. Before I forget , there are maby a few of you who might disageee with my choice to remove the cheeter hole.well that's just too bad. Rather then create a vacume in the front nose bay ,I will be pulling max air out of the inlets ,you know like a real jet. Oh,oh I hear the doorbell and it is the U.P.S guy . I can tell because he rings the door bell and uses the door knocker. Drives the doges crazy anyway it is my speed controler. I now have everything I need to, at least ,figure out were to put the motor ,batterys and speed controler in order to produce the perfect ballence(C.G.). I'm taking my time here because I want to control this puppy not have this puppy control me.



In the next instalation I will have the new guts installed and maby do some taxie test. Untill then ,I'm flying my other stuff.

By the way, is it me or did it snow two weeks ago. All I know is that I'm recovering from 4 days of fun in the sun. My knees throb and I got crisp dried out there but I had the best 4 flying days for the year 2010 and I was not the only one. There was a lot of glory to be had out there, at the field and (thank God)I grabbed me some.

Untll the next fine day I want you guys to get your **War Birds** ready. **The war bird day will be on=august ,14 2010 the second week in august.** We all know how hard it is to fix,build and putt around with Airplaines in good weather ,so get busy ,its later then you think.

YOU'RE BUDDY

*BIG GYM*