

WHAM



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NEWS, VIEWS and REVIEWS

COX ENGINES AND CASTOR OIL GUMMING

Through the years I have observed some folks having trouble starting their Cox engines on the flying field. One such event took place about 7-8 years ago, but is still very memorable in my mind. This fellow had a reed valve Cox Pee Wee .020 on a plane and couldn't get it running. The engine constantly ran out the prime and would not continue running. Remember the old saying about what a person is called that keeps doing the exact same thing over and over, and expects a different result?

Then just recently another fellow was having the same thing happening to him only this time it was with a Cox Tee Dee .049. What was taking place here in both cases is symptomatic to Cox engines in particular. Both engines had been put away wet without clearing out the fuel left inside the carburetor section of the engine. In the case of the reed valve Pee Wee the area under the reed had a deposit of castor oil varnish that only disassembly and lacquer thinner could clean out. I asked the fellow when he last had the engine apart, and he replied that he had bought it new in 1961. If you fly these engines regularly there is no particular problem, but for long term storage they must be cleared out of fuel residue. Did you know that the 3 holes in carb of the TD .049 have a diameter of .023? This is smaller than the smallest dress-makers pin which is .025. The TD .020 carb. has 3 ea. .014 holes in it. Castor oil fuel left in these discharge holes will oxidize and plug up solid if left over a long period of time.

I flush all of my engines out with Stoddard solvent when I'm finished flying for the day. This solvent also cleans the oil residue from my models very nicely without harming the finish. Stoddard solvent carries a mil-spec no., but to those who are not familiar with it let us just say that it can be obtained in various size cans at Home Depot under the name of mineral spirits or also known as oil base paint thinner. I keep a small 1 oz. atomizer bottle in my flight box for general clean up when needed. It will not clear a plugged reed or orifice, it's not lacquer thinner, and, it would be hard on a doped finish if it was that strong. Orally blowing through the fuel line on a T/D and / or injecting some solvent will generally clear the residue out. A reed valve engine is a bit more difficult to address. You can remove the needle valve and flush out the area with solvent, but note the number of turns out from closed so as to return to the same spot on installation. Lastly, let me say that the engine should be oiled well inside every place you can get to with Shaler RISLONE oil supplement from the auto supply store.

No other after run oil can come close to it for its quality of protection.

Best, Bill Schmidt

November 7, 2009 Meeting Minutes

ATTENDEES:

Mary Kay and George Avila, Debbie and Tom Derber, Les DeWitt, Paula and Jeff Englert, Jane and Earl Griffith, Darlene and Richard Kirkland, Regina and Marty Kline, Jim O'Reilly, Eleanor and Jack Phelps, Mary Beth and Ed Ross, Marilyn and Bill Schmidt, Dan Walton.

President Earl Griffith called the meeting to order.
The previous meeting minutes were approved as read.
The treasurer's report was read by the treasurer, Jim O'Reilly

OLD BUSINESS:

None.

NEW BUSINESS:

Election of officers was as follows:
Pres.- Earl Griffith, Vice Pres.- Bill Schmidt, Secretary Newsletter editor - Jeff Englert,
Treasurer- Jim O'Reilly.

Jim O'Reilly gave a report on the SAM Champs in Muncie.

SHOW AND TELL:

Bill Schmidt showed a- Luscombe 8A Silvaire A Texaco scale and a Elfin 2.49 diesel powered Megow Ranger F/F.

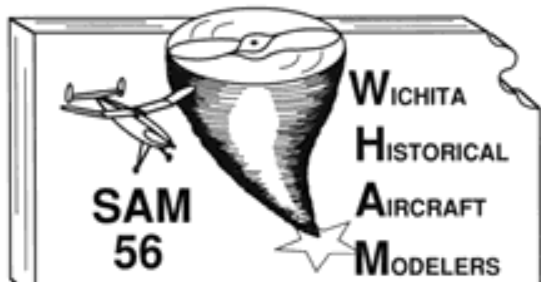
Jeff Englert displayed a small, new radio control D/T device for F/F, He also had a RTF CO-2 Endurance F/F.

Earl Griffith brought a large rubber endurance Long Shot V.3.

Jim O'Reilly showed his Sharpshooter which was now covered and complete.

Marty Kline brought his rubber scale Riper Cub J-3 adapted from a Sterling design.

WHAM – News, Views and Reviews
Jeff Englert
10118 Sterling Court
Wichita, KS 67205



FLYING ACES



**Sunflower Squadron
Wichita, KS**

The next SAM 56 Dinner Meeting will be at:

Cortez Mexican Restaurant
344 W. 29th St.
Saturday, January 30, 2009
Social Hour @ 6:00 PM, Dinner @ 7:00 PM.

Attention:

The new year requires you (unless your address label states different) to submit a monetary contribution to continue club membership and receive paper copies of the newsletter, if desired. To those on the email distribution list, club membership has flying site privileges. If you know someone to add to the email list, let me know at jenglert@cox.net.

Membership Information:

Open to all interested AMA members, founded to encourage and promote the model airplane building hobby. Member dues \$20 annually, Subscription only; \$12 annually, \$18 foreign.

Send checks to Jim O'Reilly, 4760 Battin, Wichita, KS 67220.

All memberships and subscription renewals are due January 1st of the new year.

Club Officers: President: Earl Griffith,
Treasurer: Jim O'Reilly, 744-0856

Vice-President: Bill Schmidt 744-0378,
Secretary: Jeff Englert, 722-7491