

2007 INTERNATIONAL ELECTRIC TEXACO POSTAL CONTEST- ETex

Managed by SAM 76, The Propstoppers of Delaware County Pennsylvania.

New for 2007; The ETex Postal rules will be unchanged with the exception of the battery energy levels and the period over which you may fly.

In an attempt to level the spherical earth's effect on this important event we have decided to fly in September, October and November, accommodating our Australian, Argentinean and New Zealand contestants.

We have adopted the proposed-for-2008 SAM International battery rule whereby all battery chemistries are allowed on an equal energy basis at an energy level significantly lower than that allowed in recent years. Still-air flight times should be significantly reduced.

Otherwise the scope and intent of this fine contest are unchanged and clubs encouraged to give it a try.

Dave Harding, CD dhaerotech@comcast.net 610-872-1457
SAM 76 Newsletter Editor; www.propstoppers.org

ETex 2007 Rules

MODELS / AFFILIATION

This International Postal Contest is open to

- ? Pre-1943 Old Timers on the SAM Approved Design List for Gas Models
- ? Pre-1951 European Old Timers
- ? Pre-1943 scale models.

This is an open contest to which non-SAM teams are heartily welcomed.

DATE / ATTEMPTS

A participating team will select any date during the months of September, October and November to make its contest flights. Each team may make repeated attempts on different days as they desire.

SCORING

Each club's team score will be the sum of the longest flight scores of the three highest scoring members.

INFORMATION SHARING

The sharing of information is a major part of the event. Please send in the scores of all team members, and full technical information on each plane. Dave Harding will publish it on the SAM web site.

In addition please email, for publication, a group photo of the team members with their planes. Also include, in email information, for each plane including:

Name of model, source of kit/plans, wing area, flying weight, wing loading, ballast, motor, propeller, ESC, battery type,

Number of cells, manufacturer, manufacture's ratings,

Airplane covering material, color scheme,

Any other items of interest about the planes or the event.

GENERAL INFORMATION

Club results should be reported as soon as practical, using the attached form. Each team that enters will receive the final results shortly after the close of the contest but no results will be published prior to that time.

The winning club will receive and hold the perpetual **Electric Texaco Postal Championship Trophy** for one year. The winning club agrees, as a condition of entry, to organize the following year's postal championship.

RULES

2006 SAM Electric Texaco Rules will be used, but broadened to include the more popular and lighter NiMH and LiPo batteries as proposed for SAM adoption in 2008. This is similar to A, B and C class gas Texaco where alcohol and diesel powered planes compete together. Battery energy (equivalent to ounces of fuel) is allocated in proportion to the Flying weight.

Intent of Rules

The intent here is to attract more flyers across the world to this friendly and enjoyable event without having to buy special batteries and chargers. In addition these rules also allow 1/2A gas models to be converted painlessly to LiPo electric flight without weight penalty.

Definition of Pre 1943 Scale.

The appropriate wording to describe a scale postal entry comes directly from Gas Scale Free Flight on page 5 of the rule book, and contains no reference to the ADL.

*“A casual event. Scale model of any full sized aircraft designed or built by December 31, 1942. Plans may come from any source. No scale points are awarded....”*Balsa construction with tissue, fabric or plastic covering is required.

PROGRESSION OF RULES

The Table below shows the progression from the inaugural 2005 Postal.

	2005 SAM Rule	2006	2006	2007
	used for Postal	SAM Rule	E Texaco Postal	E Texaco Postal
Min wing loading	8 oz/sq ft	same	same	same
Extra ballast for Rough Weather	Ok	same	same	same
	Pilot's choice			
Scaling	Ok	same	same	same
Motor	Any	same	same	same
Gearbox	Optional	same	same	same
Propeller	Any, non-folding	same	same	same
Motor Restart	Any time	same	same	same
Motor Run	Unlimited	same	Same	Same
Score	Best of 2 flights	same	Same	Same
Re-Fly Day	No	No	Yes	Yes
Battery Type	NiCd	same	NiCd, NiMH, LiPo	NiCd, NiMH, LiPo
NiCd Battery Weight	Max 8 oz	Max 1/3 of wt without battery	Same Energy	Same Energy SAM 2008 Proposed

Battery Allocation by Energy Content

Since the weights of batteries of a given capacity can vary considerably, battery allocation will be by energy content using **manufacturer's data**, rather than weight.

The battery shall consist of seven NiCad or NiMh cells or two LiPoly cells with a manufacturer's capacity of no more than 100 mah per ¼ lb of model All Up Weight (AUW; weight ready to fly with battery).

Alternate batteries with different numbers of cells are permitted provide the capacity, in milli-amp hours, is less than;

700 divided by the number of NiCad/NiMh cells

Or

200 divided by the number of LiPoly cells

Per ¼ pound of model AUW

NiCad/NiMh Examples

Eleven NiCad or NiMh cells of 500 mah marked capacity = 32 oz model (minimum A.U.W.)

Seven NiCad or NiMh cells of 800 mah marked capacity = 32 oz model (minimum A.U.W.)

Seven NiCad or NiMh cells of 1500 mah marked capacity = 60 oz model (minimum A.U.W.)

LiPoly Examples

Two LiPo cells of 800 mah marked capacity = 32 oz model (minimum A.U.W.)

Three LiPo cells of 800 mah marked capacity = 48 oz model (minimum A.U.W.)

Two LiPo cells of 1300 mah marked capacity = 52 oz model (minimum A.U.W.)

Re-Fly Rule

Teams may repeat their flights at a later date if they feel they were penalized by the weather. This is an attempt to level the world-sized flying field on which the flying conditions differ and change dramatically on any given day. Since the weather can deteriorate rapidly to worse than the original day, the score is the best team score of the two days. Flight times may not be transferred between days.

Appendix; Useful Information

Setting up 1/2A (gas) for Electric Flight

The largest and most widely enjoyed event has been the 1/2A (gas) Texaco. These planes have the same minimum 8-oz/sq ft wing loading, typically have 288 sq in area (2 sq ft) and weigh 16 oz. The 1/2A Texaco class has a large number of existing flying models, kits and plans. They can be easily converted to electric flight without weight penalty. The resulting quiet and lightweight electric airplane can be flown unobtrusively in many public places without driving to distant flying fields.

Simply remove the 2 oz Cox 0.049 and the 2 oz receiver battery and replace them with a small brushless motor, speed controller (which powers the receiver) and a 1 oz LiPo battery. These planes can also be flown with the heavier NiCd's in standard SAM electric events, and quickly switched back on the field to the original gas Cox engine with its self-contained tank.

Similarly the larger A, B, and C class Old-Timers can be switched back and forth between gas and electric, and Standard SAM Electric Rules.

SOURCES for KITS and PLANS

Bob Hartwig's B&W 1/2A Models , 11206 Trentman Rd, Fort Wayne, IN 46816
Bihart@infoline.net Tel (260) 639-6510

Bob Holman *partial kits and plans*, email bhplans@aol.com

web site <http://www.bhplans.com> Tel (909) 885-3959

Klarich Kits , <http://www.klarichkits.com/>

or call Harry at (916) 635-4588

Spirit of Yesteryear web site is <http://www.soy.on.ca>

RESULTS of PRIOR ETEX POSTAL CONTESTS

For the results of prior ETex contests go to the SAM International website;
www.antiquemodeler.org/contest_index.htm