THE FIFTH INTERNATIONAL ELECTRIC
TEXACO POSTAL CONTEST, 2009

This International Postal Contest is open to pre-1942 Old Timers and pre-1942 scale models, and pre 1951 European Old Timers. This is an open contest to which non SAM teams are heartily welcomed.

The 2008 SAM 27 Team

GENERAL INFORMATION

Club results should be reported as soon as practical, using the attached form. The winning club will receive an attractive antique trophy, and the names of the three highest scorers will be added to the perpetual Electric Texaco Postal Championship Trophy. The winning club agrees, as a condition of entry, to organize the following year's postal championship.

DATE

A participating team will select any date during the months of July, through October to make its contest flights.

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

RULES

The current 2008 SAM Electric Rules are used. They allow the more popular and lighter NiMH, LiPo and lithium chemistry batteries.

Also these rules allow 1/2A gas models to be converted painlessly to LiPo electric flight without weight penalty.

Further useful information from SAM 21, battery calculator from Steve Roselle, and battery selection charts from Dave Harding see:

http://home.mindspring.com/~sroselle/

2008 SAM Electric Texaco Postal Rules Summary	
Min wing loading	**8 oz/sq ft**
Extra ballast for Rough Weather	**Ok Pilot's choice**
Scaling	**Ok**
Motor	**Any electric**
Gearbox	**Optional**
Propeller	**Any, non-folding**
Motor Restart	**Any time**
Motor Run	**Unlimited**
Score	**Best of 2 flights**
Re-Fly Day	**Yes**
NiCd Battery	**Ok**
NiMH Battery	**Ok**
LiPo or lithium chemistry battery	**Ok**

1) **The battery shall consist of seven NiCd or NiMH cells or two LiPo cells of no more than 100 mAh per ¼ lb of model All Up Weight (AUW, ready to fly with battery).**

2) **Alternate batteries with different numbers of cells are permitted providing 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.

NiCd / NiMH EXAMPLES
Eleven NiCd or NiMh cells of 500 mAh marked capacity = 32 oz min. AUW
Seven NiCd or NiMh cells of 800 mAh marked capacity = 32 oz min. AUW
Seven NiCd or NiMh cells of 1500 mAh marked capacity = 60 oz min. AUW

LiPoly EXAMPLES
Two LiPo cells of 800 mAh marked capacity = 32 oz min. AUW
Three LiPo cells of 800 mAh marked capacity = 48 oz min. AUW
Three LiPo cells of 1300 mAh marked capacity = 52 oz min. AUW

Once the battery has been selected, determine what (if any) ballast is needed to meet the minimum loading of 8.0 ounces per sq. ft.

For help, email:

Andrew Tickle tickleac@aol.com
Dave Harding davejean@comcast.net
Steve Roselle rosy@cheerful.com

Re-Fly Rule

A team 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.

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 LiPo battery. These planes can also be flown 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 Oldtimers can be switched back and forth between gas and SAM Electric Rules.

SOURCES for KITS and PLANS

***Bob Hartwig's* B&W 1/2A Models**, 11206 Trentman Rd, Fort Wayne, IN 46816 Bjhart@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

2008 ELECTRIC TEXACO POSTAL CHAMPIONSHIP
CONTEST ENTRY and REPORTING FORM

From: Club Name	
Contest Date	
Contact Person	
Address	
Telphone	
Email	

Weather Conditions_____

	Contestant	Model	Highest Score
1			
2			
3			
		Club Total Score:	

Please show 4th highest score (to break possible ties between clubs)

_____

DECLARATION

Flight times submitted are accurate and according to the rules. If this club wins, it agrees to sponsor next year's contest.

Name of Club or Team _____

Signed _____
Contest Director

Name (Please print) _____

End of form

In addition please email, for publication on the SAM web site, a group photo of the team members with their planes.

Also include in email information for each plane including:
Name, source of kit/plans, wing area, flying weight, wing loading, motor, propeller, ESC, battery type, no of cells, manufacturer, nominal voltage and capacity, airplane covering material, color scheme, plus any other items of interest.

Mail or fax results to:

Andrew Tickle
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Petaluma,
CA 94952

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Email tickleac@aol.com