8th SAM 600 Annual Swan Hill Contest, held over Easter, 2000
Full results and pictures inside.

Concours d’élégance winner, Trevor Boundy

Trevor shown here with his 103% Kania designed Super Quaker. Trevor won the coveted SAM 600 Concours d’élégance Trophy. Powered by a Saito 65 four stroke, wings and tailplane covered in Micafilm, profilm fuselage.
Sunday afternoons and Thursdays, Thursday Old Farts Fun Fly (TOFFF’s day) there is casual flying at the SWAMPS club on a private property at Lang Lang, (conditions permitting) by courtesy of David Chigwidden. Members are welcome, especially those new to flying. Location and local field rules can be obtained from Fred Chigwidden, you can reach him on 03 5997 5675

President’s Report

Hi folks, Well, once again Swan Hill has come and gone. I think that everyone that attended had a good time with a minimal amount of mishaps. Also I would like to thank our sponsors and the assistance of members. Without our sponsors we would not be able to have the excellent prizes, etc., that we have. Thank you. Fellow flyers, don’t forget the South Australian State Champs on 20th and 21st May at Monato. Next meeting 25th May.

Regards, Chris

WebMaster’s Report

The club has just finished running the 8th successful Swan Hill Contest at Easter, Contest numbers were:- 13 in 2CC, 22 in Half A, 20 in Duration, 26 in Texaco, 11 in 38 Antique, 10 in Standard 40 Duration, and 9 in Nostalgia. Thanks Chris (and Ida) for a well managed and run Easter Contest.

It’s the 8th year of running Swan Hill, and there is only John Whittaker’s name on the Concours Trophy for the year 1999 at the moment. At the coming meeting I would like to get the Presidents approval to add the past 6 winners names and their model names to the trophy for historical reasons.

The web counter is at 6,926 visitors.

Regards Trevor

Next Meeting

Meeting #67 will be held on Thursday, 25th May 2000, 7:30pm sharp at Saturn Hobbies, located at 17 Ardena Court, Bentleigh East (Melway 68 J-12), off East Boundary Road. Saturn Hobbies will be open prior to 7:30pm. Meeting # 68, (AGM) Thursday 27th July 2000 Meeting #69, Thursday 28th September 2000 Meeting #70, Thursday 23rd November 2000 (Don’t forget this is Auction Nite).
Letters to the Editor
- The Red Zephyr Wing & Others.

Subject: Red Zephyr
Date: Fri, 7 Apr 2000 22:52:49 EDT
From: EHAMLER@aol.com
To: pcb@ozonline.com.au
CC: nedn@napanet.net, Samffchamp@aol.com

Peter Bennett wrote:

Dear Ed, Larry Davidson suggested I contact you re the Red Zephyr wing. Following is the content of the e-mail I sent to Larry Davidson -

Dear Larry

You might solve a debate we have been having here in Melbourne. Did the Red Zephyr ever have a wing that looked OK on the model? The design as it stands is OK for flying in windy weather or for sport flying, but think of how it would be if it had a wing with a bit more span, like 12 - 15 inches extra. It would then look right and fly much better. Was there ever a Red Zephyr with more wingspan? Hope you can help and point me in the right direction. Kind regards, Peter

Hi Peter,

Your Red Zephyr debate in Melbourne may be difficult to resolve completely. Herb Greenberg, the designer, died a few years ago but even when he was alive it was difficult for him to remember the exact details about the original prototype’s wing. My input may not help much, but I’ll have a go at it.

Herb was inducted into the SAM Hall of Fame at the 1990 Champs in Massachusetts. The following year he was my honorary assistant RC CD at the SAM Champs in Jean, Nevada where we shared the controls on a demo flight of inventor and dreamer as much as he was an engineer and he wanted to compete in the SAM electric events with a Red Zephyr. Our local SAM Chapter 27 undertook a project to build him an electric version. We scaled down the Scientific plans slightly; club members donated all the necessary materials, hardware, and shared building time. The model was finished and tested in time to present it to Herb for his birthday at the 1993 SAM Champs in Taft, California.

He flew the model several times that week but its performance was not on par with the other electrics and I don’t remember his making any official flights. After the Champs, we made a few minor repairs, packed it in a wooden crate, and shipped it back to his home in New Jersey. Herb was arranged with Spirit of Yesteryear in Canada to make the electric Red Zephyr commercially available.

Herb was a great conversationalist and our canopy at the SAM Champs in Taft was often the site of modelers gathering to talk to Herb about the “old days”. When asked, he could remember some details about the Red Zephyr prototype: Scientific paid him $25 in 1936 for rights to kit the design and use the name. His original construction drawing may not have existed at the time because Scientific borrowed the model at a contest in Cleveland and later returned it. It was powered by a Hurleman Aristocrat and impressed the Scientific representative at the contest because it was one of the few models that didn’t crash soon after launch. It took off, turned gently in a climb, and glided to a smooth landing after the engine quit.

Anyone who has ever built a Red Zephyr wants to quiz Herb about that wing. Here’s what we learned from him about it: The prototype had three equal length panels that were slightly longer than the 24 inch panels in the Scientific kit. How much longer? Herb couldn’t remember. We pressed him. Were your panels as much as an inch or two longer? Herb said “Maybe, Scientific took a little off each panel in order to use stock 24” lengths in the kit.”

How about the wing chord? Herb thought he kit plans were about right. His original chord was always less than the cabin length in order to slide the wing fore and aft for adjustments. There were no wing hold down dowels. Instead, he used long strips of rubber from an old inner tube wrapped completely around the fuselage and wing and tied.

Were there other changes in Scientific’s kit? Herb remembered some. The fin outline was more rounded, the nose area was reinforced with thin plywood, and the red sunburst decoration was Scientific’s addition; the prototype was covered in plain white bamboo paper. I think I may have seen somewhere a photo of the original Red Zephyr but I don’t remember reaching any conclusions about its dimensions from the photo.
I'm sending a copy of this message to Ned Nevels, a friend and former Air Force pilot, who also had some long talks with Herb on several occasions. He may have more to add to your question. I guess we should recognize that thousands of the kits were sold, built, and maybe flown, while there was only one prototype and its wingspan, at most four to six inches longer than the kit version, was still inadequate as a high performance gas powered model. Most all of Herb's model designs were rubber powered and the Red Zephyr's proportions and layout reflect that heritage and probably contribute to its unique charm. It's definitely a genuine antique gas design.

Incidentally, the best flight of a Red Zephyr I have ever witnessed was my own RC model powered by a Torpedo 29 sparker but piloted by one of your countrymen, Bruce Abell of Cessnock NSW. Several years ago he made only one Texaco flight in drizzly, turbulent, low ceiling weather in Sacramento, hooking a succession of thermals to take the prize of the longest flight of the entire weekend! I'll never forget it.

I am listing below the names and addresses of several aeromodelers from New Jersey who knew Herb and could possibly have more to add. Also, Dave Thornburg has researched much model airplane history for his books and might point you to other sources of information. His address is -

5 Monticello , Drive, Albuquerque, NM 87123.

Other contacts:
Don Garofalow
10825 Barred Owl Circle, Estero, FL 33928-2442
Ben Shereshaw, 58 Village Drive, Montville, NJ 07045
Mike Granieri, 3 Dryden Road, Box 78 Pottersville, NJ 07979
Walt Geary, 622 Franklin Blvd. Absecon, NJ 08201-2717

Hope this helps a little. Let me know, Ed Hamler.

Subject: Newsletter #66
Date: Sat, 25 Mar 2000 08:25:22 -0500
From: Art Lane <jalane@freewwwweb.com>
To: Peter Bennett <pcb@ozonline.com.au>

Peter, just received your latest. Congratulations are being sent to Kevin, Mark and Ray for their placings in the Victorian 2000 State Champs. Your newsletter (book) is very interesting and I like the idea of the Rules and Regs being posted.. Our webmaster (Harry Barr) has made a change to our web page. Click on the old one and you’ll see the new address. Re your entry form for the Easter 2000 contest, (NO I'M NOT COMING, DARN IT!!) I noticed you have a Hangar Rat event. Hey, GREAT, but our postal is over as of March 31/00. Anyway, send me the results for this fun event and I'll see to it that they are in our next newsletter. Maybe next year we could entice some of these fellows and gals to participate in this event with us..

I will be sending (SOON) our entry forms for our annual 1/2 A Texaco Postal. It's slated for the month of July.(I hope you guys don't have too much SNOW to bother your entering!!!!!) Our weather is starting to get nicer now and several of our members have been out testing our new and rebuilt models. This is just a short note (?) so will chat later, Regards, Art

Subject: Fwd: Sad News
Date: Fri, 14 Apr 2000 11:15:17 -0400
From: Charles Reich <reich@aug.com>
To: Bill Booth <wpb02@csufresno.edu>
>From: S1J2Kriv@webtv.net (Sydney Krivin)
>Date: Fri, 14 Apr 2000 01:25:34 -0400 (EDT)
>To: reich@aug.com
>Subject: Sad News
>Hi Charlie,
>Just found out long time SAM member Mike Granieri, designer of the MG & MG2 passed away day before yesterday. I think he was 81 years old. I will pass along additional info. when I can get it.
>
Regards, Syd
### Cohuna Fly In,
#### 25th & 26th March 2000

#### Half A

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Barry Barton, popular winner of the Half A event at Cohuna with his beautiful “Stardust Special” designed by Don Broginni. Extra building notes were supplied by the designer. Barry is a very keen competitor.

Danny Missen and Steve Gullock, “The Boys from Snake Valley” sorting things out. Two keen flyers who enjoy every moment. Steve is doing such a good job coaching Danny that pretty soon Danny will be in the winners circle.
Results - Eighth Annual SAM 600
Easter Fly-In at Swan Hill

2cc

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Ron Adamson, Champ of Champs at Swan Hill, Easter 2000

Ron is shown here with his Duration winning 85% Bomber by Lanzo. Powered by a Nelson 40 two stroke, covered beautifully in traditional yellow Chinese silk.
Bill Britcher  Kerswap    McCoy 60  2812 619  4
Don Howie       Bomber    Enya 53 4s   2698 647  5
Trevor Boundy  SprQuaker103% Saito 65 4s   2677 619  6
Kevin Fryer     Cumulus 92% OS 46 2s    2497 631  7
Bob Watson      Kerswap    Saito 65 4s   2455 613  8
Mark Robinson   SuperQuaker Enya 60 4s   2340 611  9
Barry Barton    Playboy 105% Saito 65 4s   2318 16   10
Steve Gullock   Dallaire 60% OS 25 2s    2299 14   11
Ian Promnitz   Playboy 105% Rossi 40 2s   1664 629  12
Chris Lawson   Playboy 110% McCoy 60    1638 637  13
Brendon Taylor  Playboy    Saito 50 4s   1615 633  14
Adrian Laurie   Record Breaker YS 53 4s   1065 637  15
Robert Taylor   Hayseed     Saito 65 4s   1500 18   16
David Markwell  Playboy 105% Fox Q402s   1345 645  17
Fred Stebbing   ES GasChamp  TdT402s    1153 641   18
Ivan Stacey     Buzzard B’shell OS 15 2s    753 625   19
Norm Campbell   Playboy     YS 53 4s    413 641   20

**Texaco**

Bill Britcher  Bomber    OS 61 4s    3840 619  1
Peter White    Flamingo    OS 60 4s    3733 623  2
Peter Bennett  RC 1       Irvine 40d   3730 605  3
Ron Adamson    Bomber     Enya 46 4s    3696 615  4
Chris Lawson   Dallaire   Saito 65 4s    3581 28   5
Peter Dale     MG 2       Enya 60 4s    3541 653   6
Kevin Fryer    Cumulus 92% Irvine 40d    3516 631   7
Trevor Boundy  Bomber     OS 60 4s    3505 619   8
Barry Barton   Record Breaker OS 40 4s    3244 16   9
Ian Promnitz   Bomber     OS 60 4s    3236 629  10
Robert Taylor  Cloud King OS 61 4s    3207 643  11
Jock McKenzie   PowerHouse Saito 65 4s    2957 631  12
Don Howie      Bomber     Enya 41 4s    2867 647   13
Mark Robinson  Bomber     Enya 53 4s    2400 633   14
Rod Spurrier   Bomber     Enya 53 4s    2392 655   15
David Markwell Miss Fortune X OS 26 4s    2358 645  16
John Whittaker Bomber 85% OS 48 4s    2229 22   17
Danny Missen   Bomber 85% Enya 53 4s    2217 635  18
Ivan Stacey    Super Bucaneer Saito 50    2187 649  19
Don Cameron    Bomber     OS 61 4s    1800 32   20
Robin Yates    Cloud King OS 40 4s    1349 633   21
Bob Watson     Gas Bird   OS 26 4s     906 613   22
Steve Gullock  Polly      Enya 41 4s    852 14   23
Paul Beretta  Cloud King OS 40 4s    795 617  24
Lyle Baker     Cloud King YS 53 4s    597 618  25
Trevor Tailor  Miss America Saito 65 4s  4  79  633  26

**38 Antique**

Left: Trevor Boundy in 3rd place with his Weathers designed “Westerner” Super Cyclone 60, Profilm.

Centre: Ron Adams in 1st place with his Shereshaw “Cumulus”. OK Super 60. Traditional silk covering.

Right: Bill Britcher in 2nd place with his Lanzo designed RC-1, powered by a Madewell 49.
(Bill won the recent Nats event with this aircraft and was also Champ of Champs. Congratulations Bill.)

**Half A Texaco**

Our esteemed Special Roving Correspondent Don Howie shown above with his 1/2 size “Cumulus” with which he gained 2nd place in Half A Texaco. Don is always a keen competitor and he was rewarded at Swan Hill for his efforts.

First place went to Ron Adamson flying an “Atomizer”

In third place was Bill Britcher, also flying the popular South Australian Half A model, an “Atomizer”.
Results - Eighth Annual SAM 600 Easter Fly-In cont.

'38 Antique

Ron Adamson  Cumulus  OK 60 spk  1800  615  1
Bill Britcher  RC 1  Madewell 49sp  1679  619  2
Trevor Boundy  Westerner (Wea)  Cyclone 60 spk  1621  619  3
Don Howie  Miss America  OK 60 spk  1616  647  4
Peter Bennett  Flamingo  Atwood 60 spk  1585  605  5
Peter White  Cloud Cruiser  OK 60 2s spk  1501  623  6
David Markwell  Cadet (Megow)  OK 60 2s spk  1194  645  7
Kevin Fryer  Red Zephyr  McCoy 60 spk  995  631  8
Chris Lawson  Long Cabin  Brown Jnr spk  845  28  9
Peter Dale  Flamingo  Cyclone 60 spk  0  653  0
Bob Watson  Westerner (Wea)  OK 60 2s spk  0  613  0

Standard Duration

Ron Adamson  Bomber 85%  Enya 40 2s  1843  615  1
Bill Britcher  Atomiser 83"  OS 40 2s  1754  619  2
Rod Spurrier  Bomber 85%  Enya 40 2s  1431  649  3
Trevor Boundy  Bomber 85%  OS 40 2s  1395  619  4
David Markwell  Bomber 90%  K&B 40 2s  1344  645  5
Chris Lawson  Rambler 109%  Webra 40 2s  1338  28  6
Ivan Stacey  Bomber 85%  K&B 40 2s  1298  631  7
Bob Watson  Playboy  Enya 40 2s  1263  613  8
Norm Campbell  Playboy  K&B 40 2s  1228  641  9
Steve Gullock  Bomber 70%  OS 25 2s  609  14  10

Nostalgia

Trevor Boundy  Spacer 70"  K&B 40 2s  1260  619  1
Ron Adamson  Hyphen  ST 51 2s  1243  615  2
Bill Britcher  Spacer 70"  Fox 35 2s  1242  619  3
Chris Lawson  Playboy  K&B 40 2s  1170  637  4
John Whittaker  Spacer 70"  K&B 40 2s  1116  22  5
Bob Watson  Hyphen  K&B 40 2s  1056  613  6
Don Howie  Hyphen  OS 40 2s  1013  647  7
Kevin Fryer  Hyphen  OS 40 2s  950  631  8
Don Cameron  Junior 60  OS 30 2s  457  0  9

Ron Adamson with his Sal Taibi designed "Spacer" Nostalgia model.

Powered by an OS 40 Max H two stroke, all Chinese silk covered in the traditional manner. Most popular Nostalgia model in both Victoria and S.A.

Editor Peter Bennett with his new Lanzo designed RC-1 configured for both Texaco and '38 Antique. Shown here with an OK Super 60, the model had its first contest at Swan Hill in Texaco powered by an Irvine 40 diesel. Peter managed a 3rd in this event.
## 15th Roy Robertson Trophy, 2000

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**The face of a winner at the Cohuna Comp, Barry Barton, Half A.**

Chris Lawson, President of SAM 600 with his McCoy on glo powered “Playboy”. This is the plane which won Duration at Cohuna in a fly-off with the Editor. Chris is a keen competitor who is willing to experiment. He flew his Webra powered “New Ruler” at the Roy Robertson Trophy. Maybe he should have pulled out the McCoy Playboy?

Geoff and Angela Lawson, a great team photographed at the Cohuna Comp. Geoff is a most competitive, and I must say passionate, flyer. He puts everything into it.
Ramblings - Impressions of Swan Hill by Don Howie

The most popular event for the South Australians is Swan Hill. This year we again received a great goodie bag from Model Engines when we arrived. The writer flew a “Cumulus” Half A model in the first event and this handled the windy conditions very well.

In the fly-off, Ron Adamson managed nearly 4 minutes engine run, climbing higher. Ron easily won the event with the writer second.

In the 2cc Duration event, Chris Lawson had his CZ11 really on song, and his “Playboy” was unbeatable; Bill Britcher also had a Playboy with Taipan Tyro 1.9cc diesel. The diesel turns a 8x4 prop whilst the OS CZ11 turns a 7x3 at 26,000 revs. In Texaco, Bill Britcher was using the more modern OS61 four stroke with enclosed rockers. Bill spent time reducing the compression so that he could turn a 16x10 APC prop. Bill decided to fly a “Bomber” this year in place of the usual “Anderson Pylon” and managed 24 minutes in the fly-off. Bill won this event for the first time at Swan Hill.

Duration had some potent machines and with SAM 600 rules (1995 MAAA rules, Ed.) allows a great variety of engines to be used. Ron brought out his very light 85% Bomber with the Nelson 40, and this will stay up longer than most other models. John Whit-taker had a new 85% Bomber, with his usual finish, powered with a potent YS 53 four stroke. Ron’s model was at least a pound lighter and in the late fly-off he had a 33 minute flight to win the event. The new “Super Quaker” at 103% by Trevor Boundy also went very well.

We had some great models in ‘38 Antique. I must admire Chris Lawson for flying a Brown Junior powered model. This was a “Long Cabin”, 76 inch span, certainly much better than the motor owned by the writer. Bill Britcher has used a great variety of engines in his “RC-1”, but used a smaller engine, the Madewell 49 to get an extra engine run. New S.A. flyer to Swan hill, Peter Dale, was flying an ex Ron Adamson pink “Flamingo” ith 1941 Super Cyclone. In the first round the engine flamed out early and Peter came down to restart. After retuning the model was released but the receiver was not switched on. The model climbed perfectly in the strong wind, with the engine really on song. Bob Watson set off on foot to chase the model, but whilst Peter took off in his Commodore; whilst still in view, the model kept climbing with the engine running at peak performance. Bob never got to fly his “Westerner” with OK Super 60 in the event, as he spent over 2 hours looking for his model. Ron Adamson won the event with a great looking “Cumulus” with OK Super 60.

The standard 40 event is not really a beginners event at present, with super light 3 lb models, mainly 85% bombers, dominating. Bill Britcher had an 83 inch span “Atomizer” for the event that still looked very good, being scaled up from the original 44 inch span model, designed by John Tatone for the Atom .009. This event is fairly popular in S.A., with continued improvements being made, this reflecting in the results.

The last event, Nostalgia, is quite an interesting event these days. The “Hyphen” is rapidly being replaced by the Sal Taibi “Spacer”. This model is fairly easy to build and the underfin gives it stability on the climb. Trevor Boundy had a new “Spacer” with K&B 40, weighing 3 lbs. Most people use a venturi with pressure and this gives improved performance. Trevor had three maxes and took out the event.

The trophies were great and the merchandise won by Ron Adamson, who was Champ of Champs, included an excellent fast charger and three Old Timer kits. We did not have any rain this year and would like to thank SAM 600, guided by President Chris Lawson, for a great event. Don Howie
MAKE YOUR OWN FUEL TANK.

Sourced from Smallnet Posting # 314 on the Internet, courtesy Peter Hosking.

I am thinking of trying to use a Kodak 35mm film can as a fuel tank for a motorglider. Will I have to seal the lid on with a silicone (or other) sealant -- or will it be secure and leak-free on its own? Dave Segal

...Dave, I've used these canisters for fuel tanks, and here's my input: The lids seal nicely. That's good, because silicone doesn't stick to the plastic anyway. Insofar as connecting fuel tubing to the canisters goes, I've had good luck by carefully hand-drilling holes in the "bottom" of the canister, of such diameter (found by trial and error: these canisters are easily obtained free) as to provide leakproof "squeeze sealing" around the tubing.

Here's how I installed my tubing. I cut off one end at a long taper, then insert the pointed end in the hole, gripping the protruding end with miniature Vise-Gripp pliers. Then the plastic tubing can be stretched (a helper is nice to have while doing this) until its diameter reduces enough to pass readily through the canister hole.

After releasing tension on the tubing, it regains its original diameter, and (if the hole is smooth and the proper size!) seals nicely to the canister.

BTW, I don't use silicone much for fuel lines any more. Tygon is tougher, nearly bulletproof, and well worth its extra cost. [JW]

Subject: Re: Forster Bros 99 spark ignition engine [SAMTalk, 3 May 2000]
To: SAMTalk@topica.com

The Forster Bros. main business was reloading tools for rifles, etc., and these are a life time purchase even today, they are so well made. Frank Parmenter, who is a club member now, says that their early engines were fit so well, 10 hours was nothing for breaking them in! It took a long time for them to convince them to loosen the fits, so that it only took about 2 hours! Frank worked for the Forster Bros. during summer vacations.

The .99 as originally made needs a big prop. Sal Taibi flies with a 16 x 8. Other use an 18 x 6. We don't use the 5:1 mix, but stick with a 3:1 for gas n' oil fuel. You have a good 'un, treat it nice!

GMA

CASTOR OIL - from www.rcplanet.com/aldrich

Back in 1983 there was quite a controversy in Radio Control Modeler magazine about the tests that were necessary to measure the "lubricity" of various oils that might be useful in model engines. Castor oil was used as the benchmark, but it was obvious no one knew why this was so. They apparently got a lot of info on various industry tests of lubricants, but these were really designed for other purposes. This was my answer. I will remind you that I was a lubrication engineer and not a chemist, but I drew my chemical info from Bob Durr, the most experienced lubricant scientist in the labs at Conoco. Bob worked with my group on many product development projects and I can tell you that he is one smart hombre! Small changes were made in the text, but surprisingly very little has really changed since this was originally written. Here goes with the answer:

"I thought I would answer your plea for more information on castor oil and its "film strength", which can be a very misleading term. I have never really seen a satisfactory way to measure the film strength of an oil like castor oil. We routinely use tests like the Falex test, the Timken test or the Shell 4-ball test, but these are primarily designed to measure the effect of chemical extreme pressure agents such as are used in gear oils. These "EP" agents have no function in an IC engine, particularly the two-stroke model engine types.

You really have to go back to the basics of lubrication to get a better handle on what happens in a model engine. For any fluid to act as a lubricant, it must first be "polar" enough to wet the moving surfaces. Next, it must have a high resistance to surface boiling and vaporization at the temperatures encountered. Ideally the fluid should have "oiliness", which is difficult to measure but generally requires a rather large molecular structure. Even water can be a good lubricant under the right conditions.

Castor oil meets these rather simple requirements in an engine, with only one really severe drawback in that it is thermally unstable. This unusual instability is the thing that lets castor oil lubricate at temperatures well beyond those at which most synthetics will work. Castor oil is roughly 87% triglyceride ricinoleic acid, which is unique because there is a double bond in the 9th position and a hydroxyl in the 11th position. At the temperature near which it loses one molecule of water and becomes a "drying" oil, Castorol has excellent storage stability at room temperatures, but it polymerizes rapidly as the temperature goes up. As it polymerizes, is forms ever-heavier oils that are rich in esters. These esters do not even begin to decompose until the temperature hits about 650 degrees F. Castor oil forms huge molecular structures at those elevated temperatures – in other words, as the temperature goes up, the castor oil exposed to these temperatures responds by becoming an even better lubricant!

Unfortunately, the end byproduct of this process is what we refer to as "varnish." So, you can't have everything, but you can come close by running a mixture of castor oil with polyalkylene glycol like Union Carbide's UCON, or their MA 731. This mixture has some synergistic properties, or better properties than either product had alone. As an interesting sidelight, castor oil can be stabilized to a degree by the addition of Vitamin E (Tocopherol) in small quantities, but if you make it too stable it would no longer offer the unusual high temperature protection that it did before.

Castor oil is not normally soluble in ordinary petroleum oils, but if you polymerize it for several hours at 300 degrees F, the polymerized oil becomes soluble. Hydrogenation achieves somewhat the same effect. Castor oil has other unique properties. It is highly polar and has a great affinity for metal surfaces. It has a flash point of only 445 degrees F, but its fire point is about 840 degrees F! This is very unusual behavior if you consider that polyalkylene glycols flash at about 350-400 degrees F and have a fire point of only about 550 degrees F, or slightly higher. Nearly all of the common synthetics that we use burn in the combustion chamber if you get off too lean. Castor oil does not, because it is becoming an even better lubricant!

...continued on page 16
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Bert Striegler

Bert was the Sr. Research Eng’t. (ret.) at Conoco Oil Co.
He’s a graduate in aeronautical engineering, and a long time modeler.
I never understood how he wound up in the oil research business, but I guess it’s because he’s just very smart!
I deserve no credit, Bert’s the brain! —GMA

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