

ENGINE CARE AND FEEDING

I have put this page into the catalog as a "public service" because of the trouble and frustration I see people having with their engines -- whether supplied by me, in stock form, or from others. If you hit problems, re-consulting these notes may prove helpful.

FUEL: As far as C/L Stunt flying goes, there is a lot of inadequate fuel on the market. Re-read that sentence. If you have erratic runs, especially speeding up, or "sagging", chances are your fuel has inadequate lubrication. All stunt engines run better on at least 25% oil volume in the fuel. Plain bearing, lapped piston engines, such as Fox, Magnum GP, Merco 40, can use as much as 30% oil, and all-castor oil is far more protective than any synthetic oil. If the fuel is blue, green or red, it has some synthetic oil in it. Avoid it in the above engines. Ball-bearing engines can usually get by with 1/2 the oil volume as quality synthetic, but ALL CASTOR NEVER HURTS. There are only a very few fuels on the market which will work properly "out of the jug" in C/L Stunt engines. These are:

FOX SUPERFUEL

Fox Mfg. Co., Inc.
5305 Towson Ave.
Fort Smith, Ark. 72901

TAFF'S P.A., P.A.C., and FOXFIRE

Carolina-Taffinder
8345 Delhi Road
No. Charleston, SC 29418
(803) 553-7169

Other fuels, such as K&B 100, can be made to work with the addition of 4 to 8 ounces of castor oil added per gallon. If your engine runs erratically, check fuel before anything else.

PLUGS: "R/C" idle bar plugs work better than standard types, as they are "hotter" and allow less sensitive needle settings. I've had good results in most engines with Fox 1-1/2 Volt SHORT R/C plugs. All plugs are not the same! In cold weather, a four-cycle plug, such as Fox Miracle, may give you better results and smoother runs.

TANKS: Uniflow venting ALWAYS. Works better, but avoid muffler pressure. Why? Because it can cause air bubbles to be sucked into the fuel feed line causing lean runs. If your engine begins to go lean at the Round Eights in the AMA pattern, but otherwise runs OK, pull the pressure line off and try it on suction. (You'll have to open the needle some for equal setting). This will often cure it. If it doesn't, check your fuel!

PROPS: ...are what pulls the airplane. If the engine runs OK, and you have insufficient thrust, it may just be the wrong, or inefficient, propellor. Bolly props are the most efficient size-for-size. Graupner, then APC props follow in that order. Most wooden props are best used to stir paint.

FUELING TECHNIQUE: Keep your fuel can sealed. Use a Du-Bro fuel can cap fitting set so you won't have to open the can (and thus let in air and moisture). I prefer to use a slightly too large tank and inject fuel using a Sig 5 oz. syringe in the exact amount I need. This way there is no fuel wasted or spilled from the overflow/vent. (That's money saved, and it protects the grass). Filter fuel going into the tank and also run a filter between tank and engine.

Hope you find these tips helpful.