

1/2A Texaco Tinkering

Published in the March/April 2004 issue of "High Flight," the newsletter of the Sooner Antique Modelers of Tulsa, Oklahoma, Dan Hodges, Editor

Ed Note: While PFFTERS don't do much Texaco work, there are a lot of 1/2A models flying. These tips might be worth remembering.

An article has been circulating lately about the care and feeding of Cox 1/2A Texaco engines. It was written by Norm Rosenstock several years ago and contains some good advice. However nothing in the original article mentioned the importance of filtering the fuel for those little rascals. Bill Schmidt is a strong advocate of fuel filtering, even each time you go to the flying field. So do it. Put a coffee filter in a funnel and then add two folded Kleenexes. Pour the fuel through this slowly, and I betcha you will have a happier Cox. The article did mention the problem with exhaust gunk being sucked into the air intake and hampering the running efficiency. Marcy Martin has this to say: "Regarding that article about Texaco 049's sucking exhaust residue into the air intake, the solution offered, the use of spacers behind the engine, would only compound the problem. Without the spacers the exhaust residue must pass over the top of the engine then down the sides and back up to the intake. With the spacers the residue goes right over the top of the engine a straight down to the intake, a much easier path. Thousands of 049's have been run without spacers. I would suggest that the author had some other situation that was relieved by spacers." Another clue for a happy 049. How many of us have examined the screen of the air intake on back of the engine?

If clogged it will restrict the air supply.