

T O R Q U E B A C K

MAY/JUNE 2007

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Non members.

Any person requested to do any form of training must first ascertain the membership status of the trainee.

If this person is not a fully paid up member the instructor must ensure that the visitors' book is signed before any flying is attempted.

This is still not happening!

President's Report.

We are now approaching the end of our membership year and the subsequent Annual General Meeting.

As previously indicated I would like to see some new blood on the executive and committee. It is unrealistic to expect the same willing horses to carry the burden indefinitely. I feel sure that there are many capable members who could step in to help administer the affairs of the club.

In spite of the frustration of my last attempt at updating the constitution I have had one last try before relinquishing the chair. Thanks are due to Stuart Smith for his work in completing the latest draft..

It is to be hoped that the latest effort meets with approval from the membership as a whole.

Members are reminded that smoking is not permitted in the pit area.

Also it would be appreciated if cigarette butts were not thrown on the ground. Apart from fire risk this practice is most untidy. There is a receptacle for butts under the pergola.

Better still—give up the habit.

Annual General Meeting.

The Annual General Meeting will be held at the Kelly Field Clubhouse at 11.00 a.m. on 17th June 2007.

Nominations for office bearers must be in the hands of the secretary no later than 7th June 2007 and it is anticipated that the election will be held in accordance with the new proposed constitution.

In the event of there being insufficient nominations for the vacant positions nominations will be accepted from the floor of the meeting.

A General Meeting will be held immediately following the A.G.M. and members are requested to submit agenda items to the secretary by 7th June.

Positions to be filled are as follows;

?? *President*

?? *Vice-president*

?? *Secretary*

?? *Treasurer*

?? *Committee (3) (This assumes that the new constitution has been approved).*

Around the hangar.

As you get older you seem to do more dumb things. Who was the senior member who forgot to do up his wing bolts the other day? The sight of a fuselage careering down the runway at full speed after shedding it's wing left our president rather abashed. (see – the editor isn't sacrosanct)

We would like to welcome four new members. Jim Dicker, Simon Rolfe, Mark Slade and Craig Brady have all joined the club and are making good progress in learning to fly.

Amazingly Mark and Craig both achieved bronze wings within a week of joining up!

It was rather strange to see Geoff Leverton having engine problems on a couple of occasions recently. Geoff is renowned for his engine prowess and usually can be seen helping other members with such problems.

Has anybody noticed that Chuck Sutherland has had a haircut?

It appears that Don Sutton is leaving us and returning to N.S.W. We will lose some excitement on the flight-line however we wish Don and Di all the best in the future.

It was interesting to see Peter Lambert with a beautiful Graupner Cirrus down at the field recently. This classic sailplane is in mint condition and would certainly be a collector's item these days. This model was very popular in the late 60s and early seventies. I recall that Anton Benada took one to the Geelong Nationals in 1972.

I had some anxious moments recently while flying my electric sailplane. While not very high, working some very weak thermal activity, our resident wedge tail eagles decided that the intruder was not welcome. Both made passes at the model and

only some rapid evasive tactics saved the day. The talons were out so they did mean business! Glider guiders beware.

Even though flying has had to be curtailed, the recent showery weather has been most welcome. The field is becoming much greener and the mower will need to be put to good use.

At this time we have 76 members which must be an all time high. It shows that our policy of friendly welcoming newcomers and providing maximum training assistance is paying off. We do want to be known as "the friendly club" so please take the time to greet any spectators—they may be potential members.

Keith Drew advises that he is back in building mode after a very busy season on the cherry farm. That third scale Sopwith Pup should be appearing soon.

Some club members are showing more diversity of late with control-line, free flight and even rubber power appearing.

Ian Searle has been keeping busy providing, planting and nurturing shrubs around the spectator area. Great club spirit there!

Some effort is being made to get water flying going again. As most of the enthusiasts are retired it will probably be a mid-week activity.

Our secretary, Mike Hawkins, has been enjoying a New Zealand holiday including three days at "Warbirds over Wanaka". Mike has promised an article for the next issue of Torque Back.

Jack Tonks seems to be doing quite a bit of electric flying of late after previously being a bit reluctant . Welcome to the club Jack!

Getting the most from your two stroke engine.

by Peter Goldsmith.

2-stroke engines have been around at least since the 1950's, perhaps even earlier. It's probably the most common type of model aircraft engine and, debatably, the most popular at the club level. For many, the sound of Saturday morning would never be the same without a .40 whizzing around at your local club. But have you ever wondered why some 2-strokes run better than others? The truth is, almost all modern model aircraft engines are well-made and run well with high levels of reliability. There have been times in my life I would have challenged this statement, but I can honestly say that 98% of the trouble I have had over the years with 2-stroke glow engines (and I've been flying since I was six) was totally due to my poor tuning. To make any engine run properly, it needs two things: ignition (in this case, a glow plug) and fuel. Where we get into trouble is when either of these items varies from the optimum. Both key elements must be operating consistently.

*The Secret:
Good Glow Plugs +
The Correct Mixture +
Clean Fuel*

Glow plugs are quite often misunderstood. They are not kept working by ambient heat in the cylinder. Once you remove the glow igniter, they are kept hot by methane produced from the burning methanol chemically reacting with the "platinum" in the glow plug. Sure the engine temperature and compression do have some relevance to the correct ignition, but the primary reason glow plugs do what they do is because of this chemical phenomenon. So guess what happens if the platinum in your glow plug starts to deteriorate? You have poor ignition.

Lean runs are the biggest cause of glow plug break down. The platinum will start to deteriorate to such a point that only the perfect fuel air ratio will allow continuous running. A well set up 2-stroke glow motor should be capable of at least fifty flights on the same plug. For sport flying, that's a lot of Saturdays. So why do we have so many glow plug problems? The reason is the incorrect fuel mixture. Most of us can achieve the correct mixture on the ground, but what happens when the aircraft is in the air? Most will notice an increase in rpm's. More rpm means the engine is more than likely making more power in the air than it was on the ground. More power means more fuel.

I have a term: "Set to Kill." This means I lean the high-speed needle to a point the engine can run no leaner before it stops. For an unpumped 2-stroke, this is way too lean. Instead, for sport flyers, I recommend finding the maximum rpm on the ground by running up the engine and setting the high-speed needle as lean as possible, then richen up the mixture 1/8 to 1/4 of a turn. Your engine will make more power in flight than it ever has if you apply this tip.

Another big reason for lean runs is poor fuel systems. At some point of our model's life, the fuel flow to the engine worked well, but, after time, things move around. Fuel tanks can be pinching fuel lines. Muffler pressure holes will carbon up. Holes can appear in fuel lines, and my favourite, junk in the carb. All these things are avoidable. I am a fuel filter guy. I have a filter in my fuel can, plus one in the aircraft. I check my fuel tanks every 100 or so flights. I replace fuel lines each winter and so on. Preventative maintenance is the way. Some of you have precious little time for flying. Spending some time preparing your model will always pay off when you get to the field. The model field is for flying, not aircraft maintenance.

The final little element in the 2-stroke "fun meter" equation is the low needle settings. The low speed needle is not just for the slowest idle. It is responsible for the fuel flow to at least 1/4 throttle, and, in (continued page 6.)

Wanted to buy.

OS #704 silencer—suit older type .61—.80 OS motors.

Erwin Boot Phone 0418127514 or

email: flamrecs@bigpond.net.au

Receiver to suit JR Max 66 radio.

Anton Rosenzweig

anton.rosenzweig@gmail.com

For Sale.

Great Planes flight simulator G2 \$200.00
Classic Trainer, by Phoenix Models , new in box \$100.00

Peter Ederle ph 62614965

Good gear for electric flying.

Speed 600 motor with b/b 8.4v \$40

3:1 belt drive gearbox suit above \$30

Speed 400 motor with attached esc. \$45

280 motor with gearbox for stick mount \$25

Endoplasma motor 16 turns \$35

Metal gearbox with spares suit above \$25

Skyline speed controller 5-10 cells, 22 amp. \$20

Brushless speed controller for 2S lipo \$20

Stuart Smith phone 62477423

For Sale.

4.

VMAR Cessna Bird Dog—complete with 4 servos and upgraded brushless outrunner motor, 1200KV 12 turn 14 pole—suitable for 3S 2000 amp lipo. \$100

.Stuart Smith phone 62477423

Phoenix AF629 Comet ARF

Advanced Sport

46 2 stroke Span 142cm Length 125cm

\$120.00 enquiries ph Lyell Glover 0417 873 805



That Peter Ederle Spitfire again.

Sportsman Aviation Corby Starlet was \$300 now \$250

CAP 232 EP ARF—suit 380-450 brushless motor—was \$135 now \$100

GWS Tiger Moth 400 with power system—was \$140—now \$100

Fibre glass floats in 40 & 60 sizes—beautifully made—\$110

Phoenix Future 3D— was \$180—now \$150

Hitec Flash 5X—computer radio complete with nicads and charger \$245

Twister Medivac Bell helicopter c/w radio, battery and charger—\$180

Multiplex Easy Glider electric—was \$150—now \$135

Miss Dragon—Suit 61-90 t/s or 90-120 4/s was \$265—now \$225

Wattage Thermalair Electric Sailplane—was \$180 —now \$125

ASP 52 and 61 fourstroke engines to clear—now \$200 each

2400 mAh 11.1v lipo transmitter batteries w/Futaba plug \$40

Phoenix Yak 54—Suit 480 outrunner—on special—\$105

Phoenix Magic—3d electric— was \$120 now \$100

Phoenix Extra 300S—Suit 450/480 outrunner—on special \$110

Ikarus Shock Flier Super Star—to clear \$50

Other Models.

Phoenix Tiger 3—Great low wing sports model—\$125

Hangar 9 Funtana 50X—Fabulous 3D machine—\$250

Hangar 9 Pulse XP40—Suit glow or electric, very smart— \$225

E-flite Piper Cub— very good 25 size electric scale—\$195

Seagull Xray—another great 3D electric—\$135

Eflite Brio 10—first class electric aerobatic model—\$175

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Members are more than welcome to contribute articles and/or photos for this publication.

Similarly articles for sale or wanted to buy can be advertised herein.

The editor is often scratching for content and sometime finds it difficult to fill these pages.

HMAC SHIRTS

There is still a limited quantity of HMAC polo shirts in stock.

A mere \$30 will obtain one for you and the stock is held by your editor.

Show a bit of pride in your club and buy a shirt.

It will be some time before further stocks are ordered.

(continued from page 3.)

some designs, even more. A poorly set idle needle can be just as damaging as a poorly set main needle. This is one of the reasons we have needle limiters on all our Evolution glow 2-strokes. They allow people to be in the ballpark, where only final tweaking is needed for optimum settings.

Setting the idle needle is pretty simple. Start your engine, warm it up, and then pinch the fuel line going to the carb. If the engine dies straight away, you may be a little too lean on your low speed needle. If you pinch the fuel line and the engine speeds up, then dies, you are rich. The optimum setting is where the engine momentarily speeds up, perhaps 1/2 a second, then dies. Once you have your low speed needle set here, it really should never need to be adjusted again.

One final piece of advice—make sure you have “consistent” fuel. Methanol is very hydroscopic, meaning it attracts water. Make sure your fuel is fresh and once you are happy with a certain brand, stick with it. Each fuel manufacturer uses slightly different ingredients, which will cause variation in your needle settings. Also try to stick to the same nitro content, whether it be 5%, 10% or 15%.

I hope reading this article gives you more success at the field. Next time we'll talk about tuning 4-strokes. Until then, happy flying.



No - It's not the Red Baron!



Peter Ederle's Spitfire about to touch down.



Stuart Smith with electric Warthog.



Ian Searle & Geoff Leverton preparing to launch Ian's sailplane.



Soon to be available E-Flite Diamante25E designed by Peter Goldsmith.



Henry's Raptor in flight.



That predatory wedge-tail eagle on patrol.

We are on the web.
www.hobartmodelaeroclub.org

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