



# TORQUE BACK

Vol. 11 No. 12

October -November 2011

## Does your engine have more bark than bite?

How to get the best from your engine

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The inaugural  
standoff scale day  
6th November 2011

Too cold, Wet... ?  
No Excuse...  
RC simulator review



The news letter of the Hobart Model Aero Club inc.

[www.hobartmodelaeroclub.org.au/](http://www.hobartmodelaeroclub.org.au/)

Please note:- You are reading part 2 of the club magazine. The content hyperlinks to the articles in this section only work in the section there is no link back to the part 1.

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## STANDOFF SCALE EVENT

6th November 2011

A standoff scale event is to be held on Sunday the 6<sup>th</sup> November, commencing at 10.30am Colleen's Canteen will provide lunch. There will be two basic categories -., 'War Birds and Others'. A form will have to be filled in detailing model type, engine, frequency, ARF, kit or scratch built.

Two or three models may be in the air together and they will be observed for realistic and scale flight and appearance.

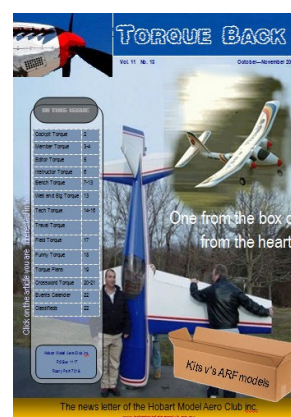
The pilots from the War Birds will judge the other aircraft and visa-versa, to choose a pilots choice.

This is to be a low-key fun event and there are no specific flying times. Fly as often as you want, as long as everyone who wants to fly, does so.

Will you let the organizers know if you may be attending.

William Deal 6228 2538, Geoff Leverton 6243 8414, Gavin Hallam 6250 2280 or Tony Gray 6268 1111 or email [tonygray@internode.on.net](mailto:tonygray@internode.on.net).

## Next Issue



Kits v's ARF convenience or cost?

**Front Cover :-** Greg Hall's Phoenix cap232 at Kelly field 20th August 2011. CAP-23x is a high-performance aircraft designed for competition aerobatics.



## BENCH TORQUE CONT..

# Glow Engine

## Tuning and Setup

by Andrew Coholic

www.flyrc.com

Super Tigre G-34 two-needle carburetor. "A" is the high speed adjustment needle. The low-speed needle has a slotted head and is not visible in the end of the throttle arm tube at "B."



This is the first installment of a series of articles on general engine care and maintenance of both glow and gasoline engines. I will cover most of the basics, including setting up your engines, basic cleaning, maintenance and troubleshooting. This month I will discuss the basic setup and tuning of two-stroke glow engines (without a fuel pump), still by far the most commonly used engines in our models.

Super Tigre G-34 two-needle carburetor. "A" is the high speed adjustment needle. The low-speed needle has a slotted head and is not visible in the end of the throttle arm tube at "B."

### BASIC SETUP

Before you can properly tune your engine, you must make sure it is set up properly. Having your engine mounted properly is often overlooked, yet is so very important. It should be securely mounted on a mount with straight and parallel beams. Machined metal mounts are ideal. Injection molded mounts are also good, but you must make sure that there isn't any distortion or heavy mold flashing that prevents your engine from sitting properly on the beams. If the engine's lugs are not sitting perfectly flat on the mount, stresses will be introduced through the crankcase that can cause friction and premature wear on critical components in the engine. If your engine is soft-mounted, make sure that no part of the engine, especially the carburetor, can contact the cowl or firewall with extreme flexing of the mount. Running an engine that is not adequately mounted (with loose bolts, for instance) can be very dangerous both to the model and the modeller. This side view of a Super Tigre two-needle carburetor gives a clear view of the low-speed adjustment needle inside the throttle barrel, and opposite the high-speed needle.

If you are inexperienced with running engines, I suggest you stay with a side or upright mount for your engine. You can tune inverted engines to run just as well as upright engines; however there are a few additional issues that can complicate operation. Getting too much fuel into the combustion chamber can drown the glow plug or cause a hydraulic lock for the lesser experienced. Stick with a simpler installation if it is your first or second engine.

This side view of a Super Tigre two-needle carburetor gives a clear view of the low-speed adjustment needle inside the throttle barrel, and opposite the high-speed needle.



### TANK LOCATION

Mounting the fuel tank in its ideal location is the next important consideration. In most cases, having the tank centerline on the same plane as the carburetor or slightly below is a good starting point. If the tank is too high, the fuel may siphon down, flooding the engine and making a mess. If the tank is too low, the engine can have a hard time pulling fuel up to the carburetor and it may run lean or quit altogether, especially in maneuvers that place the fuel under load (hard pull-ups and inside loops) or toward the end of a flight.

Some manufacturers are going to larger and larger air inlet throats on their carburetors to produce more power. The increased airflow will pull more fuel and make more power, up to a point. It will also make the tank placement more critical, so it is always best to get as close to the ideal tank position as possible.



**BENCH TORQUE** CONT..**NITRO NECESSITIES**

Other items on my list may not have to do with the engine itself, but are just as important. They are your fuel, glow plug and propeller. Please use a good fresh jug of fuel! Many companies, such as Wildcat, produce a great factory fuel that is guaranteed fresh. Choose a nitromethane percentage that suits your particular engine, along with an appropriate percentage and type of oil. Most engines today will run fine with anything from 5% to 15% nitro and 18% oil, but check with the manufacturer's operating instructions for recommendations. Using a fuel filter will prevent dirt from contaminating the small passageways in the needle valve. It is vitally important to keep your fuel as clean as possible, especially in small engines. Mainly methyl alcohol, our fuel happily absorbs moisture from the air every time the container is open. Use a cap that lets you attach a fuel pump without removing the cap each time you need to refuel. Once water contaminates the fuel, it can cause erratic running and rough idling. With a little care, you can eliminate this potential problem before you even get to the engine tuning.

O.S. air bleed style carburetor. Again, the "A" is the high-speed adjustment needle. The idle air inlet hole is centered just above the O.S. logo. The air bleed adjustment screw is just in front of the throttle arm barrel on the left hand side in this photo. The screw to the top left is a low throttle lock screw.

O.S. air bleed style carburetor. Again, the "A" is the high-speed adjustment needle. The idle air inlet hole is centered just above the O.S. logo. The air bleed adjustment screw is just in front of the throttle arm barrel on the left hand side in this photo. The screw to the top left is a low throttle lock screw.



The glow plug will greatly contribute to the tuning success of your engine. Some engines perform much better with a particular brand of plug. Some brand-new engines come with less than ideal plugs and can also find much improved and easier tuning with an aftermarket plug. Certain brands will turn a hard-to-tune engine into a real gem. I personally have had much success with the O.S. #8 in most engines. Glow plugs do not last forever, and even if they are still intact, they can indeed be "worn out." Changing to a new plug can often cure an engine tuning problem.

Finally, the choice of propeller can also affect the engine's ability to be set for good running, idle and throttle response. Choose a good quality prop that is free of nicks and any visible damage, and balance it. An unbalanced propeller can greatly impair the engine's running ability by causing a lot of vibration—this causes the fuel to form air bubbles, which make tuning impossible. If a propeller is too big it places the engine under more load, increasing stress and heat that impair tuning. If the prop is too small, you may not be able to tune the engine for a decent idle.

**GETTING READY TO RUN**

Since it is rare to acquire a new or used engine with the carburetor set properly, I go through the following procedure for initial settings on a two-needle carburetor. First place a piece of clean fuel tubing on the fuel nipple and open the throttle barrel fully. Now completely close the high-speed needle, then blow into the fuel tubing while slowly opening the needle valve. You will feel less resistance as the needle valve opens. Once the needle valve seems to be fully open, leave it. Many engines have the high-speed needle setting wide open at somewhere between three and five turns. Two more examples, a Fox air bleed carburetor on the left, and a Webra two-needle model on the right.

Two more examples, a Fox air bleed carburetor on the left, and a Webra two-needle model on the right.



For the low-speed needle, close the carburetor barrel fully and try the same "blowing through the fuel tubing" method. This time, adjust the low (or idle) speed needle. The engine is now ready to start up. It will almost surely be way too rich at these wideopen settings, but that is never a bad way to start up an engine. You will be assured that the engine is getting adequate fuel and lubrication, and if there is any problem, it is not lack of fuel.

With an air-bleed carburetor, the highspeed needle is set up the same way. I adjust the low speed by tightening the airbleed screw until half of the air-bleed hole is blocked off. That is a safe place to start.

**BENCH TORQUE** CONT..**FIELD ACCESSORIES**

We are ready to get your engine running, but first let's look at a few accessories that will help you start and tune the engine. These are the glow plug igniter, electric starter and a tachometer. Glow igniters can be either cordless with a unitized battery and glow plug clip, or a clip with wires leading to a power panel. Some sort of igniter is required to provide the initial heat for the glow plug. Some modelers prefer the safety of a cordless model, others prefer the additional kick a corded igniter can provide. The glow plug should glow bright orange when connected to a strong igniter.

Electric starters are not essential, but very nice to have. I find for smaller glow engines under a cubic inch displacement, an electric starter is a quicker and easier way to get an engine off and running for the initial runs. A chicken stick or a gloved hand is fine too—it may just take a little longer. Again, starters come in cordless and corded versions.

I also strongly recommend an inexpensive digital tachometer. Experienced modelers can do pretty well setting up an engine "by ear," but very few can match the precision of having a tach to give real numbers.

Lastly, if you are using an engine test stand, make sure that it has some sort of throttle pushrod linkage with a friction lock. You do not want to be operating the carburetor throttle arm by hand.

**INITIAL HIGH-SPEED SETTING**

With the engine properly secured on a test stand or in the model, install the correct glow plug and propeller and fill the fuel tank. Set the carburetor with the throttle barrel approximately 1/4 to 1/3 open and try to start the engine. It should fire and come to life easily. Don't be concerned with removing the glow igniter. Since we are almost guaranteed to be running too rich, the engine may not run without it keeping the plug lit. Slowly increase the carburetor opening to full while simultaneously leaning out the high-speed needle valve (turn inward, clockwise), until the engine is clearly running in at least a "dirty" two-stroke mode—going back and forth between a clean two stroke and four stroking (missing). Open the throttle barrel fully and now lean out the engine further while watching the rpm with your tach. When it peaks and will hold the peaked setting back it off a few hundred rpm. This whole scenario shouldn't take very long, less than a minute or two, and even if you are running an ABC/ABN-type lapped engine, it will not be running at a too-rich setting for long enough to cause any harm. The high speed is now roughly set and we can turn our attention to the low-speed setting.

**SETTING THE LOW-SPEED IDLE NEEDLE**

Once the high end is set up, you can adjust the low end. Let's look at the two-needle style carburetor first. Start up the engine at 1/4 to 1/3 throttle as previously done. Since cold engines usually do not idle well, open it to run at full throttle for 30 seconds or so to warm up the engine. Now slowly close the throttle to the idle setting. If the engine stays running, open the throttle smoothly and slowly back up to full. If the engine sputters and raw fuel exits the muffler while slowly coming up to speed, it is too rich. Shut it off, and screw in the low-speed needle 1/8 to 1/4 (maximum) turns clockwise and repeat the whole procedure. Once the engine will idle for 30 seconds to a minute and then throttle up cleanly and without hesitation, the low speed is set. If you find the engine quits abruptly when you try to increase the throttle, it may be too lean. Stop the engine and open the low-speed needle slightly and repeat the test. The high and low-speed needles in some carburetors can have quite an effect on each other. If the low end is too lean it may cause the high end to run lean as well, even possibly with the high-speed needle open fully. Fortunately the needle interaction is not this pronounced with most carburetors.

If you are running an engine with an air bleed carburetor, the adjustment is as follows. If the engine sputters rich on throttle up, the air bleed hole needs to be opened to allow more air into the carburetor. This will lean out the fuel/air mixture. You need to unscrew (counterclockwise) the air bleed screw. Likewise, you will need to screw in the air bleed screw if it is lean, closing off a greater portion of the air bleed hole and richening the mixture. The air bleed adjustment has absolutely no effect on the high speed.

Once the low end is set properly you can go back and readjust the engine's running at full throttle again. The engine should be set now and ready to get airborne!



**BENCH TORQUE** CONT..**MAINTAINING THE ENGINE'S TUNING**

Once you have a glow engine running well and the needles set up properly, you really shouldn't have to fiddle too much with the needles each time you go flying. I notice that in cooler weather I may have to richen up the mixture, and in hot weather I slightly lean out the engine. Cold air is denser and contains more oxygen for the same volume, so the engine may need a little more or less fuel. These are generally small adjustments, seldom more than 1/2 a turn, so take it easy.

If you change either fuel brands or nitromethane content you may need to make a small adjustment. A major change in propeller size can also mean retuning your engine. Fortunately you will already be close so the adjustments should be slight.

One mistake I often see fellow flyers make is unnecessarily adjusting their carburetors. When I go flying I do a check on my high speed by leaning the engine to peak and then backing off a few hundred rpm, and that's it. Idle seldom needs readjustment unless there is a major weather change or you have a new prop or fuel.

**CONCLUSION**

Once you become more "in tune" with your engines, and better familiarize yourself with the tuning procedures, it becomes a fast and easy thing to do. Just remember, take things slowly and always follow the same steps. It is vitally important for enjoying glow flying to become comfortable setting up your engines to run reliably. If there is anything that you would like to know about glow engines, or if you have a specific engine problem, please email me at [andrewc@flyrc.com](mailto:andrewc@flyrc.com).

**FUNNY TORQUE.**

## TECH TORQUE

## RC Flight Simulator Review

www.rc-airplane-world.com—Pete (website owner)

There seems to be a bit of interest in flight simulators around the club. They are a good way of keeping you skills up on those days when you just cant get to the field. Since I have been flying the simulators that I have on my computer the has been some positive comments made. Some people were a little surprised as to the quality of the graphics and the realism they are capable of these day. With a half decent computer you can have a lot of fun. I that the internet was a good place to do some research, you could do worse then to start your research at [http://shop.ebay.com.au/?\\_from=R40&\\_trksid=p3907.m570.l1313&\\_nkw=rc+simulator&\\_sacat=See-All-Categories](http://shop.ebay.com.au/?_from=R40&_trksid=p3907.m570.l1313&_nkw=rc+simulator&_sacat=See-All-Categories). I have contacted Pete from RC airplane world and he gave permission to re use the content of his website.

Like some you I have several simulator at my disposal. I found this one to be particularly good. Very customisable. I have the tudor trainer set up to behave similar to that of the new club trainer. Sounds, feel, and crashes like the trainer (*crashes I don't know about, and am not willing to find out either Ed.*). I can only put my ability to flying the model down to one thing, that is my practice on the simulator, getting used to how the controls work. My amazing ability not to crash the plane is due to Martin having a close eye on what is happening. One final note regarding this flight simulator this is not necessarily the opinion of the editor and the editor stands to make no gain from promoting this product. I thought it might be of interest to some members however.

Well lets get on with his review;

For top-quality virtual rc flying, the [Phoenix RC flight simulator](#) is a superb choice for beginners looking at getting in to the radio control flying hobby and for seasoned professionals looking at honing their competition skills - and for everyone in between too! This page is my personal review...

The Phoenix rc flight sim has been around for a couple of years, predominantly in the UK, but in October 2009 the company struck a deal with North American radio control distributing giants *Horizon Hobby* and so now the simulator is more widely available. Also, as a result of this partnership, the Phoenix rc flight simulator is now offered not only as it originally was, without a transmitter interface,



Aerobatic slope soarer



BAe Hawk Red Arrow



Beech 58



DH Beaver floatplane

but also as a deal with the Spektrum DX5e transmitter included in the box. Having the option of buying the sim with or without a Tx is great news indeed and caters for everyone.

**TECH TORQUE** CONT..

The blockquoted links in the above review go to *Red Rocket Hobbies* because my website RC Airplane World is associated with the store. If you buy the Phoenix rc flight simulator through those links you qualify to receive one of my popular ebooks *The Beginner's Guide To Flying RC Airplanes* or *The Beginner's Guide To Flying RC Helicopters* for free!

The quality of the Phoenix sim is outstanding and unlike its closest rival, the *RealFlight* rc flight simulators, all flying sites are photograph-based and none are computer generated. The realism of the models is very high and the overall virtual flying experience on the Phoenix rc flight simulator is superb.



Grumman Goose

On a personal note (*I have RealFlight and Phoenix sims*) flying on the Phoenix is even more realistic for me because several of the flying sites are close to my home area, so I've seen the sites in real life!

The Phoenix rc flight simulator certainly does deliver all you'd expect a professional quality simulator to deliver, and the editing options of the aircraft are vast and comprehensive. This means that if you own one of the many models available on the sim, there's an excellent chance that you can tweak the necessary specs and characteristics so that the virtual model exactly replicates your real one. This is

a great advantage for anyone wanting to learn advanced 3D maneuvers on their own model.

The choice of aircraft on the Phoenix rc flight simulator is good, with well over 100 and that list is growing rapidly. Since the Horizon Hobby deal the tech team at Phoenix have added some of the more popular Horizon brand aircraft to the list, namely airplanes and helicopters from the *HobbyZone*, *ParkZone* and *E-flite* ranges.

The range of high-end competition airplanes and helicopters is also good, giving championship level pilots plenty of opportunity to hone their flying routines to perfection.

And below is a snippet of the official Phoenix rc flight simulator demo (© Phoenix, full demo program is available from the [Phoenix website](#)). Bear in mind that the 'stickiness' of the flying site scenery is caused by the video capture software running - the actual sim runs much smoother.



E-flite 4-Site



Sea Ranger

Phoenix vs. RealFlight Without going in to a detailed side-by-side review, I can offer a few pointers if you're having trouble deciding which rc flight simulator to buy. I have and use both (RF G4.5 & Phoenix 3.0) so the differences outlined below are based on my own personal observations...

- **Quality & realism:** Both sims are excellent but for me Phoenix has the edge. The models look slightly 'less' computer generated than the RF ones, and the lack of computer generated flying sites in Phoenix means that you're always flying in a photo-realistic place. Also, the Phoenix water-graphics are just outstanding, particularly the ripples created by helicopter downwash - very impressive! (see *the Sea Ranger screenshot above*). My main gripe is that the Phoenix sim planes do seem to be all underpowered on the default settings, and this is more noticeable in the IC planes and gas turbine jets.

- **Choice of aircraft & flying sites:** RF wins hands down on this one. Alt-

hough Phoenix has over 115 models now (and growing) the RF 'AddOn' CDs and Knife Edge forum member swap pages mean that a seemingly endless range of aircraft is available for the RF series of flight simulators. Similarly, there is a huge list of flying sites to choose from for the RealFlight sims, compared to Phoenix's 24.



**TECH TORQUE** . CONT..

- **Ability to edit models and scenery:** Both sims offer comprehensive model editing capabilities that the beginner won't need. Professional rc pilots would be very happy with the editing options, I think; all technical aspects of the aircraft design can be tweaked and changed as desired. As for scenery, the Phoenix flying sites aren't very editable simply because they are photo-realistic. The RF sites have more options and there's a long list of scenery objects that can be added to (or taken away from, or moved...) the sites, both the photo ones and the computer generated ones.
- **Controller & Tx:** Until the Phoenix-Horizon Hobby collaboration, the Phoenix rc flight simulator was never offered with a transmitter-based controller, but the RealFlight one was. The Phoenix is now available with the Spektrum DX5e Tx. Flying on a sim with the same Tx that you'll use at the field is definitely the better option, but the RF 'Interlink' controller is perfectly realistic (manufactured by Futaba and modeled on one of their 8 channel Tx's). A nice touch with the RF one is that you have control over some simulator options, such as selecting model and flying site, from the controller buttons - you don't get this with Phoenix and it's a surprising annoyance after getting used to the RealFlight Interlink convenience! On the Phoenix plus side though, you can calibrate and edit your transmitter settings on the sim to match the exact set-up for your models and so what your Tx does in real life, it does on the simulator.
- **Ease of use:** Both about the same; very easy to get started with and both sims take you by the hand through installation and setting up. No complaints for either one and any potential complications will only arise when you want to get very technical and start seriously editing the models. Even then, the editing process for both sims is straightforward enough.
- **How they run:** This is obviously going to depend on the power and quality of your computer, but for me the Phoenix definitely runs smoother and less 'sticky' than the RF G4.5. It seems that the Phoenix is less 'resource hungry' than RF. The RF photo sites definitely run smoother than their computer generated ones, maybe this is the reason why Phoenix always runs well, because there are no CG sites.
- **Multiplayer abilities:** Good for both. The new RF G5 improves on the G4.5 for internet interaction, with multiplayer combat flying available - sounds like fun to me! The Phoenix multiplayer option is excellent and both sims offer instant messaging capabilities between pilots.
- **Training features:** Both simulators offer excellent virtual training, from real-life professional radio control instructors and pilots. Everything from taking off and basic flying to advanced aerobatic and 3D maneuvers (for planes and helicopters) are covered, with full flight demonstrations and Tx stick movements shown along with a spoken narrative. Just select your lesson, watch the instructor perform it and then try it yourself!

**Impressive crash ! (Saves on \$\$\$ Ed)**

- **Fun stuff:** Both Phoenix and RF have a few games and competitions to have fun with and hone your flying skills such as spot landing, limbo flying, balloon bursting and bomb dropping. RealFlight has more games to play in online multiplayer mode.
- **Mac compatibility:** Not being a Mac user I can't make a fair judgment on this but from what I gather, an Intel based Mac running Windows or Bootcamp will cope with either sim. Check forums for a definite answer before you buy to install on a Mac!
- **Overall:** in my opinion it's a tough call. Both rc flight simulators are excellent and each have their pros and cons. I think it's fair to say that the Phoenix sim is more suited to the advanced / professional rc pilot than the RealFlight 'G' series, but a complete beginner is going to do fine on the Phoenix, particularly with the

Spektrum DX5e package. I have and use both sims - if I *had* to choose between them, having used both, I think the Phoenix would win. Just.

(I have included this short youtube video of a model <http://www.youtube.com/watch?v=WNsFlhzFOfk> Ed.)



## INTERESTING TORQUE

# Automatic Aiming Cannon

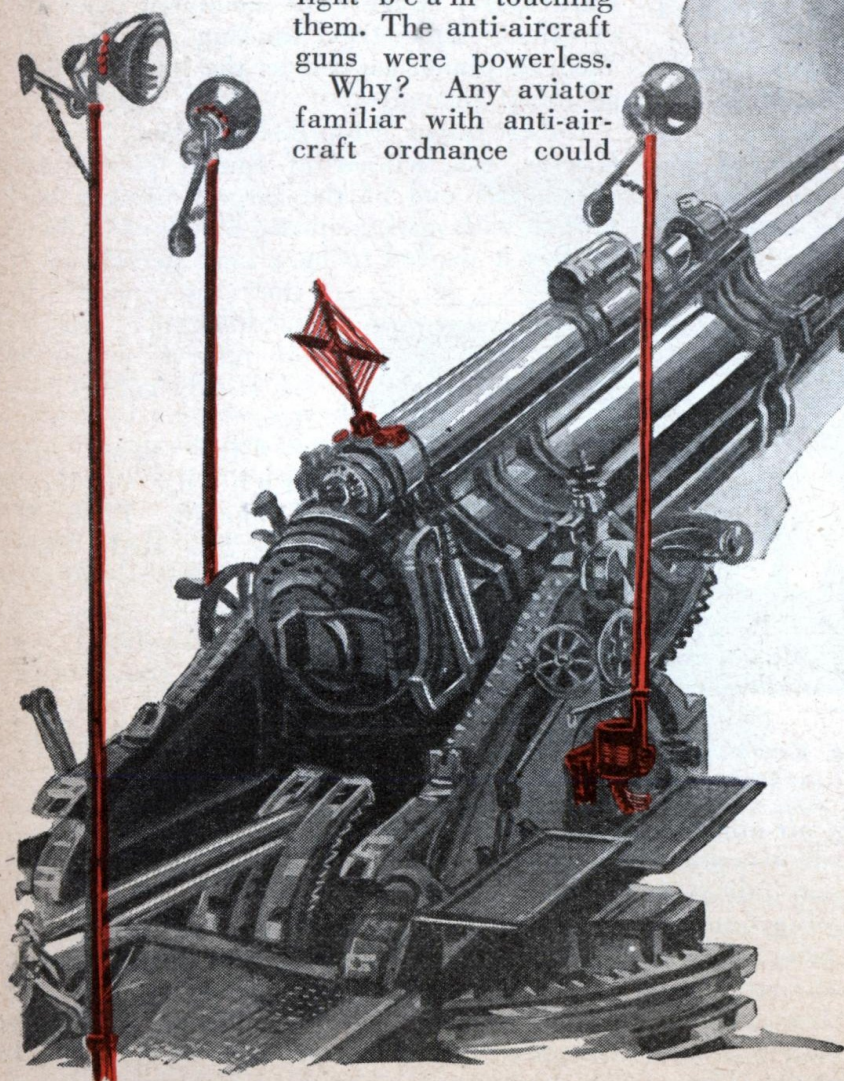
New anti-aircraft gun aims itself by sounding device to guard America from air raiders.

PEOPLE who lived in London during the late World War will vividly recall the feeling of helplessness that possessed them when Germany bombed that city on several occasions.

They will tell you that the murderous cargoes of bombs were dropped from Zeppelins and Gothas which cruised the thin upper realms of the heavens with nothing more harmful than an occasional searchlight beam touching them. The anti-aircraft guns were powerless.

Why? Any aviator familiar with anti-aircraft ordnance could

tell you. He would laugh at the thought of an anti-aircraft gun actually scoring a direct hit. Planes brought down by shrapnel from the ground were planes that were just "in the way," he would tell you. And he was right—



about those old anti-aircraft guns. But he would be wrong about the new "Robot Gun," and well might he change the tone of his argument, for the new weapon is well nigh invincible, according to authorities in the army. What happened to London can never happen to America, they say. Here is the reason. There will be guarding all of America's strategic cities batteries of guns which automatically and instantaneously compute trajectory, wind density, elevation and speed at which the target is moving, and which can hit aircraft too far away for the eye to see! These guns function through the

The "Robot Gun," from microphones placed at three different points as shown in the above drawing, can aim itself instantaneously and score very nearly 100 per cent hits, as shown at Aberdeen Proving Grounds last month. It makes allowance for speed of objective and for wind.



## FIELD TORQUE

**Tomboy Competition – HMAc Kelly Field 8<sup>th</sup> October 2011**

report by William Deal

With a rather mixed weather forecast, we decided to take a punt on the day and were rewarded with a perfect day for the Tomboys with just a light breeze and plenty of lift available. We were delighted to have our LMCA friends Alice & Greg Robertson, Merv & Owen Cameron & Fred Willis join us for the day's activities.

With several of our regular Tomboy flyers away touring we still managed to have 11 starters – no 12, Gavin arrived late. New flyers were Peter Hubbard with his Electric Sportster, Chris Rowe with his Incubus and we even enticed Garth Wilmot to bring out his electric Sportster. Mike Rutledge also had a new model; a Vic Smeed designed Courtesan powered by the popular MPJet.

We had 3 full rounds of duration competition with nearly all competitors recording excellent times. A few hard luck stories for the day; Peter Hubbard had gear problems and Geoff Leverton landed in the wrong paddock, fortunately both with little model damage. Couldn't say the same for Owen Cameron's Sportster as his model was cut in two by Fred "Kamikazi" Willis'

Sportster after the models came together on launch. Owen was his usual philosophical self "They still sell glue, don't they"

After the first round with a 6.00 minute max it was obvious the conditions were so favourable for the little models we would have to revise the rules or we would not finish before dark! We decided to impose a penalty for any time recorded over the prescribed time of 6.00 min and this made the competitors work very hard to achieve a time as close as possible to the 6.00 minute mark and land on the strip. Several landings could best be called "arrivals"

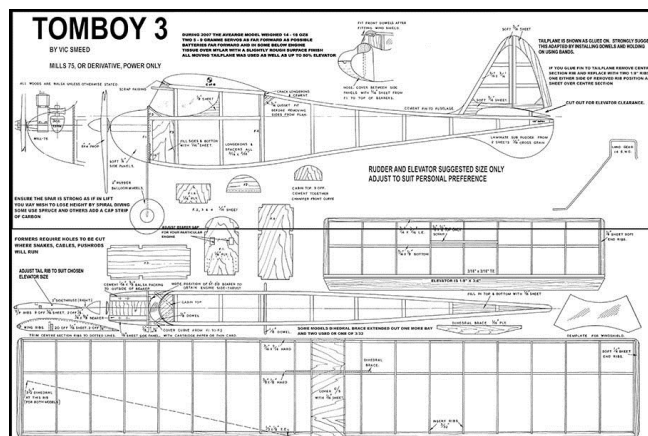


After the dust had settled the winner for the day was Garth Wilmot with his electric Sportster. Well done Garth! Very close behind followed Peter Allen, Merv Cameron, Greg Robertson & Mike Rutledge. As usual the competition was a lot of fun and the perfect conditions made for a memorable day with the possible exception of Owen!

Special thanks to Colleen, Alice and Andrea for providing a wonderful lunch and looking after us so well. The Tomboy concept is a real fun, low cost event (plans available from William Deal or Tony Gray) Next Tomboy day is scheduled for November 19<sup>th</sup> LMCA at Symmons Plains

Larger plan available from the club's website

[http://www.hobartmodelaeroclub.org.au/Newsletters\\_and\\_forms/Tomboy3.pdf](http://www.hobartmodelaeroclub.org.au/Newsletters_and_forms/Tomboy3.pdf)





## FIELD TORQUE CONT..



Jack Tonk's Archie Biplane.  
The plan was published in the 1980's RCM magazine.

## CROSSWORD

For all those wondering the crossword has been removed as some members can obviously not read American. As this magazine is written using (according to the spell check anyway Ed.) Australian English all us dinky di Aussies find it rather difficult to answer the question written in American English. Tongue in cheek the Ed. A new crossword will be however in the next issue.

**PLEASE READ THIS !!**

I recently received an email via the sec Tony Shepard from a member asking for action to be taken regarding an "unsafe" flying incident > I spoke to the member in question . ( he was not named in the email) He agreed he was in the wrong and would " take it on board " .I emailed the committee members and they all agreed with the decision taken . Case closed.

A few days later received another email from the same complainant saying the member had transgressed again with a Northern modeller on the tomboy day, again contacted the member, sent emails to the committee again , as it turned out it was a perceived incident from a third party This is the members reply. Taxied out via cross strip- checked traffic -Greg Robertson called "landing"-he was just onto down wind- I announced something like "take off " and did so immediately. The separation was such that I had passed downwind before his wheels were on the strip .

All of these incidents took up quite a few hours , numerous emails, phone calls . It could have been resolved at the field ,with a few polite words. Please take time to read the Aviation Modeller International ,editorial .

TONY GRAY .

## FOR SALE &amp; WANTED

## FOR SALE

1/5 Scale Fokker DVII OS  
60 engine, Hitec radio gear



## FOR SALE

Zagi wing, OS25, Hitec  
radio gear. Goes like stink!  
All reasonable offers  
considered. Contact Bryce  
0417 127 945



[ryce\\_atkinson@netspace.net.au](mailto:ryce_atkinson@netspace.net.au)

## FOR SALE

Sanwa VG-6000 36MHz  
transmitter, near new, comes  
with 240v charger, one receiver,  
no servo's. Stores 4 models.  
\$220. Contact Danny for  
more info – 0427 685085.



## EVENTS FOR 2011

EVENT CALENDAR - 2011/12		
Date	HMAC	LMAC
Sun 6/11/2011	<b>S/Off Scale</b>	
Sat 19/11/2011		Tomboys/Control Line
Sun 4/12/2011	<b>Xmas + Tomboys+ Swap Meet</b>	
Sat 17/12/2011		FunFly/Xmas BBQ
Sat 14/01/2012		S/Off Scale Day
Sat 4/02/2012	<b>Low key Aerobatics</b>	
Sat 18/02/2011		Thermal/LEG Gliders

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## NOTE FROM THE EDITOR

## New numbering system

Please note all photo need only have a number as the file name. This is so that I can put them in the club magazine in the right order. Also makes it easier for you to simply refer to your photos by number in your articles rather than with a long description under it.

The numbering only refers to the photos in your article (eg:- 1-3). See the examples throughout the magazine, indicated by a triangle in the corner of each photo.

Please use a standard format for this numbering for example **"(see photo 1)"** no need to be in bold however.

Please let me know if you sell your items Ed.