



The Western Port Flyer

Woolleys Road, Crib Point, VIC

www.wpmac.com.au

WPMAC Newsletter

July 2009

Greetings WPMAC Members

Hi All. Another great month of flying adventures with perfect weather every day (choke choke). Indeed – winter is here, but it hasn't stopped everyone. Which is great because it keeps Matt's Hall of Shame filled with the truths of WPMAC. Despite a few stiff breezes though, there have been some reasonable days, just that many of us have to work on those days.

Also, I've decided to drop the newsletter issue numbers since we discovered John Bentley hoarding a folder full of old newsletters.

Club Meeting Brief, held at Bittern fire station, Tue 14th Jul, 2009

Matt announced that the lease negotiations have now been completed and signed.

Next month is the club's annual general meeting. Nomination forms for committee members should be submitted (by July 21st) to the secretary.

The working bee held late June went well – Thanks to all members who contributed. Work on the driveway was postponed as it might have interfered with those arriving for the working bee. Another date will be set for this work.

More model restraints are available for purchase for \$15 each. If you do buy one of these, please leave a note in the cash tin with your money, so the treasurer knows where it all came from.

Model aircraft noise was discussed, in particular, noise that might be of annoyance to nearby homes. Members are asked not to overfly the road, and to be aware of permitted limits of model aircraft noise and to maintain their models within these prescribed limits. The club has a noise measurement device which is available for members use. A copy of the club's noise measurement procedure was provided to members, a copy of which is on page 5 of this newsletter.

Brian Kenton provided some information about 2.4GHz systems, and referred members to the Feb 2009 issue of Silicon Chip magazine for a good explanation of the 2.4GHz systems. Jeremy also gave us a run down on the use of 2.4GHz, of which the following key points should be noted by modelers using the 2.4GHz systems.

2.4GHz has limitations which have not been present with lower frequency systems like 36MHz due to the nature of RF signal attenuation at high frequencies. Any electrically conductive substances between the transmitter and receiver will interfere with the signal quality, so it is important to keep receiver antennae mounted away from metallic components or carbon fibre. Water and fog will also interfere with 2.4GHz signals, so if you are using one of these systems, think twice when flying during these colder months.

Jeremy also informed us that in order to be able to make a warranty claim on a Spektrum receiver, it **MUST** be mounted in foam, not attached directly to the model with velcro or double sided tape.

Jeremy / Hastings Hobbies has issued a challenge for anyone game enough.

Build a classic ARF from start to flyable, in the time it takes to have a club meeting. If you finish before the meeting ends then you take home the model free of cost. If you don't finish in time, you take it home anyway but you get to pay for it too. Hastings hobbies will provide the kit and servos. The challenger must provide all tools and engine, radio etc to complete the kit. Contact Jeremy if you're interested.

Annual General Meeting, and next general club meeting scheduled for Tues 11th Aug.

Upcoming Events

2009	11 th Aug	Annual General Meeting.
	4 th Oct	ARF Scale day
	21 st Oct	Model Engines visit
	25 th Oct	Working bee 9am-12pm
	6 th Dec	Christmas BBQ
2010	27 th Feb	Hastings day display
	9 th Mar	WPMAC's 20 th Birthday
	28 th Mar	Working bee 9am-12pm
	18 th Apr	Tyabb Airshow
	2 nd May	Non ARF Scale day



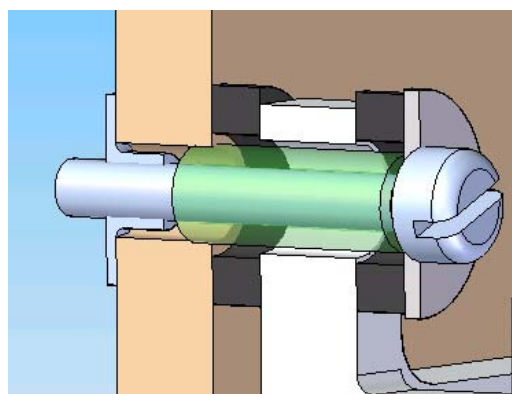
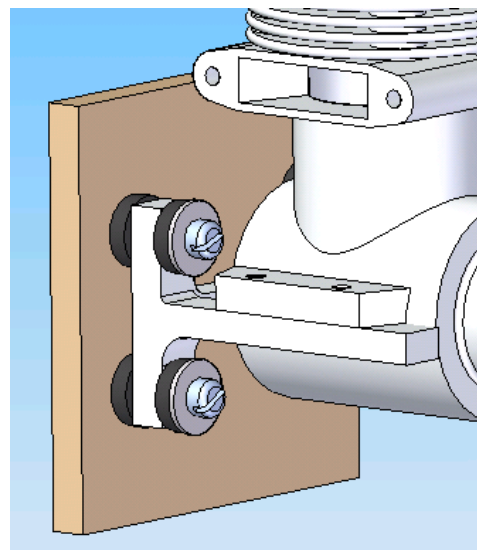
Jeremy's handywork after a long day's flying
Photo courtesy S.Talman

Tech Tips

While visiting John B's museum, he showed me how to make this simple anti-vibration engine mount. John says that with the composite construction of many ARF's now, anti vibration mounts are essential to get a long life out of the model. Otherwise, you will end up with cracks forming in the composite (John was talking about fiberglass but I guess it applies to carbon fiber too – especially thin sections).

Here's how to make it.

Pick up some neoprene washers from your hardware store – the sort you find attached to roofing screws. You need 8. Your mounting bolts will need to be about 5 mm longer than normal. Over each bolt, please a steel washer large enough to cover the neoprene washers (black in the diagram). Then place about 15mm of silicon tube over the bolt, pushed up hard against the steel washer and slide one of the neoprene washers over the top.



Now drill out the holes on your engine mount large enough to accommodate the silicon over the bolt. Insert the bolts into the mount and place the other neoprene washer over the bolt before screwing the assembly to the wall.

Around the Traps

Addies hobbies is now under new management. Wayne Newman took over the business from Addie on July 1st.

Addie will continue working in the shop for a couple of days a week.

Classifieds.

Nothing this month – unless someone wants to swap a 1991 Verada wagon for a 60-90 size heli. I guarantee that the wagon blows more smoke than the heli will.

We do have some member specials from Hastings Hobbies. Check the last page for details.

Model Engines Visit



Jeremy Sword has announced a backstage tour of Model Engines warehouse. This will be a very hands on session where you get to check out all they have to offer -100's of metres of shelving crammed with models, engines, spare parts etc..

This is a once in a lifetime opportunity and places are strictly limited, so bookings are essential and a deposit may be required (refunded if you turn up).

Jets at WPMAC.

I paid a quick visit to the club on Sunday 12th Jul, to discover that the field had been overrun by Jets. With the weather being as rotten as it was, I was expecting to catch some more pickys of written of planes, but to my surprise, there were more turbines on the field than piston engines. So I asked Brian what the story was. Here is what he had to say.

An unofficial Jet day for our club as we had 3 jet jocks that wanted to get their new toys into the air.

George Hepburn from PARCS club & Addies Hobbies had his Baby Boomerang jet powered by a JetCat p70 18lbs thrust. George was there to have his Boomerang recertified & also to have his Rookie Jet reinspected after a landing mishap. The Baby Boomer flew very well & handled the conditions with ease, that's how easy he made it look. Georges Rookie passed its repair inspection, so when its finally painted we will have to invite him back on a better day to watch this real Zoomer of a jet fly.

Graham Catchpole a recent new club member, had 2 of his jets ready for certification (only 2 ?), One was the Boomerang XL, a very large jet 90inch wingspan & powered by a JetCat P120 28lbs thrust & this aircraft weighed in at 41lbs fuelled. This Boomerang really grooved & all there to see it were duly impressed with this jet & Grahams flying abilities in the windy conditions. Grahams other jet, a Euro Sport Powered by a JetCat P160 36lbs thrust, was also ready to fly for certification.

Unfortunately Graham did not fly the Euro as the day was very windy with 30kt crosswinds, just not worth the gamble with a \$20k Jet & as yet an unknown performer.

As for me, my new Foxcub did not fly as the JetJoe



Graham's Euro sport, and Boomerang XL

1400 developed blocked injectors (we think). So back to the drawing board yet again AAARRGGHH bugger, who said, buy a jet ?



Brians new Foxcub, ready for certification (almost)



Shane's Jetcat powered Facet trainer

Of course, none of this would have been possible if it wasn't for Shane Bartlett from the SALE club. Shane kindly donated his time for us to get our jets into the air & as always, fills our heads with so much wisdom when it comes to model turbine flying. Shane also brought along a model jet to fly which is a scratch build sports type jet trainer called a Facet powered by a JetCat P70. Shane's flying is impressive as he makes that little jet scoot low & fast then is able to slow it down & then have it looking like a 40size trainer putting around the circuit, but heaps better sound. NB, I did not say noise.

So congratulations to George & Graham on their jet flights & a big thankyou to Shane for making himself available for the day.

You can do it better with a jet.

Cheers
Brian Kenton

In the old days

Extracts from old club newsletters has this to say

Oct 1995 – Peter Greening earned his Bronze Wings. Since then I think he spent most of his Sundays cooking instead of flying. On ya Pete.

Aug 1995 – The club agreed to put some models on display at Hastings Library, for a couple of weeks. They were finally removed about 6 weeks ago.

The Gallery



Photos by S.Talman
and M.Carter.



WPMAC Noise Metering Procedure

The maximum allowable noise level is 98dbA measured at 3 metres over grass.

Measurement will take place in the regular 'pit' position on the flying field. If more than one reading is taken, the 'reading' will be the average of the recorded noise levels.

All readings will be taken with the model on the ground (or held at a similar distance from the ground in the case of models with no undercarriage) and with the engine running at full throttle and tuned to the optimum power output.

The measuring instrument will be positioned on the same side of the model as the exhaust outlet. If the model's exhaust has a central outlet, the instrument may be positioned on either side.

The instrument to be used will be the Club's own meter set to 'A' weighting and 'Slow Response'. The meter will be held or positioned between 30cm and 40cm above the ground 3 metres from the centreline of the model and at a location at right angles to the thrust line of the model. The meter will be aimed at the fuselage centre.

If there is any wind the model will be placed in such a position that the wind is blowing from the rear of the model and towards the fuselage at an angle of approximately 45 degrees.

At the same time as the noise level is being recorded a reading of the engine revs will be taken. If at any later stage a higher rev reading is detected, the model will be subjected to a further full test.

The onus is on Members to meet the noise limit. It is suggested that Members aim for 96dbA or less to be certain of meeting the 98dbA limit.

Members may test their own models as they see fit, but only Committee Members are empowered to perform an official test and enforce the results. No model giving a tested reading of 99dbA or more may be flown until it has been altered and retested to 98dbA or less.

To avoid repeated and unnecessary testing of a model, a certificate of noise compliance may be obtained from the testing Committee Member. Such a certificate will only remain valid while the identical muffler and propeller are used and the engine revs are in line with the recording taken at the test.

WPMAC Committee

President	Scott Talman	ph: 0419 007 889	email: srtalman@people.net.au
Vice President	Neal Black		
Treasurer	Geoff Lord		
Secretary	Matt Carter	Ph: 0419 461 397	email: matt@bytethis.net.au
Registrar	Gavin Sexton		
Grounds Keeper	Brian Holmes, Jeremy Sword		
Safety Officers	Gavin Sexton, Neal Black, Brian Watts		
Jet Safety Officer	Brian Kenton		
Helicopter Safety Officer	Robert Rigby		
Floor Officer	Alistar Cox	ph: 0418 101 610	email: aj.aero@bigpond.com
Competition Director	Brian Watts, Jeremy Sword		
Newsletter & Web Editor	Hardy Maxa	ph: 0423 029 731	email: editor@wpmac.com.au

Committee members can be contacted on the above numbers or via the wpmac website.

Newsletter Submissions

Articles by members for publication are welcome and encouraged. Please contribute something so that others can benefit from your experiences. It is preferred that they be submitted electronically (via email) to editor@wpmac.com.au. Remember, this is YOUR newsletter - please contribute to help make it a better publication! Big thanks to Brian Kenton, Jeremy Sword and John Bentley, Matt Carter and Scott Talman for contributing to this issue. Deadline for submissions to the August newsletter is the next club meeting – Aug 11th.

Hastings Hobbies

“For Everything RC”

200 Marine Pde, Hastings

03 5979 8232

AUGUST MEMBERS SPECIALS

OS 46ax \$150 \$170rrp

OS FS 200 \$529 *1 in stock*

Phoenix CLASSIC \$75 \$95rrp

GOHBEE Stinger 50 size Heli
with OS 50sx-h engine

Normally \$ 699 CLUB PRICE \$ 495

GOHBEE Stinger 90 size Heli
with OS 90sx-h pumped

Normally \$ 899 CLUB PRICE \$ 695