



The Western Port Flyer

Woolleys Road, Crib Point, VIC

www.wpmac.com.au

WPMAC Newsletter

September 2009

Greetings WPMAC Members

It seems it's time for a safety talk again. There was an incident mentioned in the last newsletter, and another more serious one that Scott T. has asked me to pass on. Rather than post the full gore photos on the front page, I'll let you finish your coffees and reading this before you get hit. But it's no joke, the equipment we love to drive through the clouds can be down right deadly, so its important to keep your mind on the task at hand when you're around the fuels and motors many of us take for granted. Do your equipment safety checks, and keep your eyes on the noisy bits, and your fingers away. Think about this when you read the last page. And regardless of what you think of them, follow the club's and association's rules – they were made for a reason.

Club Meeting Brief, held at Bittern fire station, Tue 8^h Sep, 2009

Geoff gave the usual rundown of the month's cash flow, and discussed the Clubs term deposit, which was due to mature the following day (9/9/09). Due to the financial crisis and current interest rates, it was decided to only roll over the investment until Jan 15th, by which time hopefully there might be a better outlook on a longer term. This was passed by the meeting, and all interest earned by the current term would be reinvested.

Current membership sits at 88 full members, 10 on the hold list, and 2 social.

A recent incident with a member receiving cuts to his hand revived the safety discussion. One important point that many would not be aware of, is that glow motors can start without power applied to the plug. With fuel available to these small motors, they must all be treated as live and ready to run.

The model engines visit was discussed, with places opened up to nearby clubs. We now have only 17 places remaining for this visit. Refer below for details.

With vandals recently paying a visit to the club, it was reinforced to all members that if you are last to leave, you must check that the toilet is locked (as well as the kitchen, transmitter pound and storage container - ed).

A reminder that the club is holding an ARF scale day on Sun Oct 4th. Entry is \$5 per aircraft.

Gavin Sexton gave us a rundown on an electrical system remote monitoring device, called Gen200 which he sourced through the internet. The device has one flashing LED that depending on the flash can indicate problems with battery, wiring, crystals, switches etc.. It comes with a lifetime warranty and different versions are available for different battery pack types. See Gav for details.

Peter Garoni, past club member, donated one of the models that used to hang in the Hastings library, to be raffled. Congrats Brian Holmes for your win – the club did very nicely from this – Many thanks to Peter.

Next general club meeting scheduled for Tues 13th Oct.

Upcoming Events

2009 **4th Oct**
21st Oct
25th Oct

ARF Scale day
Model Engines visit
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

Classifieds.

Precision Aerobatics "Bad boy"

- Including JR539 servos
- 6V battery pack
- Saito 62 four stroke engine
- Only requires receiver to fly

Harmon Rocket

- With ASP .91 four stroke,
- 6 x Hitec 422 servos,
- Only needs a battery and a receiver to fly

Temora Jets weekend 17/18/19 Sep 09.

Just a bit of guff about the Temora Jet meet that we attended a couple of weeks ago. Myself, George Hepburn, Graham & Diane Catchpole with Diane's father, Peter once again made the trip to Temora for some fun in the sun, we did & it was 25C every day we were there. A large attendance this year with over 80 Pilots & even more ground crew registered making this event a firm favorite amongst the jet fraternity. This meeting is hosted by the NSW Model Jet Flyers Association & as per the last 6 meetings went off without a hitch, Safety First, being the driver to a very fun filled successful time. A maximum of 5 jets flying at one time & the startup area looking like the pits of a F1 GP & certainly as much noise & fumes. The flight line was managed by 2 ground personal, one controlling the pits & taxi to the strip, the other controlling the circuit. With 5 jets flying at once, its a real must that you do as the controller does. It gets a bit nervy for the first flight but after that, you start to relax & really get a buzz out of all the chatter that goes on, of course each pilot must have a ground handler/observer, who in my case spoke to in a very smooth voice accented towards Scotts & that was before we got the jet out (only joking George).

Graham flew his large boomerang over the 3 days & finally plucked up the courage to fly the Eurosport, for what turned out a very successful maiden flight. George flew his baby boomer & the Rookie & certainly filled the sky with holes aplenty. Yours truly did not take a jet as my turbine was lost in the post & has still failed to arrive, the other has almost finished repairs. However I had some great fun flying the baby boomer & really had some greaser landings, smoking the tires on one of them (sorry George) but I was having a blast. As a bit of interest Georges Baby Boomer went through the gun at 260ks, not bad for a trainer style jet.

I did some sums on what sort of value was flying for the weekend & can only estimate that there would have been a million dollars worth of jet gear on the tarmac, maybe more. It was interesting to note that the majority of transmitters were 2.4 GHZ. The radio/pound was the best run I have seen & you always could get a free friendly ear bashing when booking a spot to fly. A couple of special jets caught my eye, Chris Patterson from Brisbane had his scratch built FA18 twin engine Hornet flying. This is a huge jet weighing well over 26kg when fuelled & approx 3mtrs in length, total thrust 56lbs. Another jet I liked was a scratch built Panther, (yeh the blue one) scaled 30% up from Ziroli plans, 10ft wingspan & flew very smooth & realistic. I pay special attention to those who scratch build, they are masters of their craft & they did not disappoint with the finish on these models.

Planes for Sale



"Bad Boy" and the "Rocket"



Contact Taylen Anderson if you're interested

I have enclosed some pics of the hanger/pit area that we used each night to store the jets, saving many hours of disassembly/reassembly of aircraft. Thanks have to go to the Crew at Temora Airport/Museum as they really do a splendid job of looking after us over the 3 days, the tuck shop was open for business all day long, along with the excellent aviation museum itself, all aircraft on display fly at regular airshows. The Temora museum folk are now feeling very proud of themselves as they are now flying the F86 Avon Sabre, this aircraft last flew in 1992 & went through a massive rebuild/restoration. The aircraft is finished in the black diamonds scheme & looks absolutely fantastic, you could eat your lunch off the wings. I will be returning to Temora very soon to watch this baby strut its stuff, & once again listen to that wonderful Avon engine.



The weekend was a great chance to network & meet up with people from last year & also to put some faces to names, jet jocks came from far & wide, Cairns, Townsville, Brisbane, Broken Hill, Sydney, Melbourne & Adelaide. There were a number of model jet retailers showing their great stuff & Marty from JetFX had a fantastic display of at least 8 jets, showing the latest in ARF kit manufacture, the finish on these models was so realistic.

A good weekend was had by our little gang, the plus side being we went with 4 airworthy jets & came home with the same, burning loads of JetA1, cant ask for more than that. Keep an eye out for more pics on our club website.

Cheers & Beers

Brian Kenton
aka B2



Model Engines Visit

Don't forget Oct 21st is the visit to Model Engines warehouse. There are limited places, so if you want to attend, please get your \$10 deposit to Hastings Hobbies ASAP. It's a once in a lifetime chance to explore every kit and item in the range.

The Gallery

Some pickys from VRF's mammoth scale weekend

Sorry – Eye candy only.
If I hadn't got lost getting to the field, I



might have had time to chat
with the owners.
(but I can tell you all about the
strathbogie ranges though !)



WPMAC Committee

Refer above for your members. Just a few contact details this month.

President	Scott Talman	ph: 0419 007 889	email: srtalman@people.net.au
Secretary	Matt Carter	Ph: 0419 461 397	email: matt@bytethis.net.au
Floor Officer	Alistar Cox	ph: 0418 101 610	email: aj.aero@bigpond.com
Media	Hardy Maxa	ph: 0423 029 731	email: editor@wpmac.com.au

Committee members can be contacted on the above numbers or via the WPMAC.com.au website, or via snail mail to PO Box 90, Bittern, 3918

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, Scott Talman, and my “not so eager for another drive in the country” family for contributing to this issue.



Photos courtesy Leon Deutsch

This Bristol Bulldog competing at Shepparton, is the result of 7 years of work (with a few breaks). The components for the radial were molded by the builder with the engine itself taking about 1500 hours to complete. Although all the springs and valves move, they are for show, with the real power hidden behind the cowl. I think it was an FS200. Check out the model-t ford style lights on the wingtips.



WPMAC CLUB *MERCHANDISE*

Yellow shirt - with club logo on front + name

*** WPMAC on back \$ 55**

*** HASTINGS HOBBIES \$ 45**

Jacket - with club logo on front + name

*** WPMAC on back \$ 125**

*** HASTINGS HOBBIES \$ 100**

Payment required in full with order.
Please circle which items you require.

NAME: _____

SIZE: SHIRT M _____ L _____ XL _____

JACKET M _____ L _____ XL _____

Please return to Jeremy Sword @ shop
200 Marine Pde HASTINGS 03 5979 8232

*** SAFETY BRIEFING ***



This is the reality of not paying attention. These fingers (what's left of them) belong to fellow club member John Wenbourne and I am pleased that John recanted his story to many at the recent club meeting. However, if you weren't there then you missed what was a very graphic discussion. John went through lengthy micro surgery, countless pain and over 300 stitches as surgeons battled to save his fingers. In John's own words "James, I simply wasn't paying attention, it's that simple". Let us all hope that John's lesson is not in vain and that all of us take something from this. The message is clear - keep fingers away from propellers. Below image shows bone fractures in fingers...ouch, seriously ouch!!



While some may find this extreme but the message needs to get across and if this works then great!