



The Western Port Flyer

Woolleys Road, Crib Point, VIC

www.wpmac.com.au

Newsletter of the Westernport Model Aircraft Club. June 2011

Message from Pres

Hi all

Well it's that time again, renewing our membership. I would like everyone to read all the forms and return the copy you have to sign back to Steve thanks.

As you are aware we have been having problems with the charging bays, e.g. low voltage. We are looking into how to solve the problem.

We have had an influx of new members. All I can say is please be patient as we have to wait for the end of August to see how many members that are re-joining.

And I have to say Steve is doing a great job as registrar, thanks a lot from us all Steve.

The talk that is going around is about the pylon racing, I am looking forward to it and I think everyone else is to. We all have to thank Matt Carter (Hastings Hobbies) for helping us with the classic trainers, selling them to us for a great price. I think it is going to be a great event for all to just have some fun.

I also would like to thank the committee for all their great work around the club without these guys we'd be in trouble and a special thanks to Lucas for his input on Sundays cooking.

But we can't just leave it up to him well all need to pitch in and help at times.

Thanks Brian Holmes (WPMAC PRESIDENT)



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**Club Meeting Brief, held at Bittern fire station,
Tue 14th June, 2011**

After the first practice run of the pylon racing, it was decided to vary a few rules. In future, all people involved in the race, that is – at or near the flightline, must wear helmets during the race. No other people are permitted near the flightline.

With most people racing Classics, it is highly recommended that racers add some identifying colours to their model.

Items donated by the late John Bentley, will be auctioned at a later date – probably when the weather turns nicer. Stay tuned for more info,

Some pilots are spending too much time in the middle of the field after takeoff. If there are other flyers in the air, then time on the field must be kept to a minimum. A quick restart excepted, the field is not the place for tuning engines.

Model stands are also being used by some members for starting engines. Please remember that as one of the MAAA rules, models must be restrained when engines are running. So if you use a high type model stand, you must ensure that it too is secured to the ground.

Who Am I ?

The same people seem to be providing all the answers to these, so this month, there are two questions. I expect everyone to answer the first. Those that can get the second one right, deserve a place on the royal research team.

Q1. What type of plane crashed somewhere between Brisbane and Sydney, on 19th Feb 1937.

Q2. Who's names were scratched on the side of the crashed plane, when it was eventually found ?

Submit your answers online through this link.

http://www.wpmac.com.au/index.php?option=com_mad4goomla&iid=6&Itemid=35

(Or goto www.wpmac.com.au, and click on Competitions and then WhoAmI)

BTRE

Please don't forget that if you know someone thinking about selling their house, please make a recommendation to use BTRE and register your recommendation through WPMAC. WPMAC will earn a commission if BTRE then make the sale. Refer to a committee member for details.

All members should also keep in mind that db (noise) tests must be done on all new or modified models, with details of the test and result recorded in the book. If you exceed the prescribed limits, you must NOT fly the plane. Turbines and Electrics are exempt.

With reports that the batteries at the club running low, there was some discussion around their use and maintenance. There is not enough current capacity at the charging sockets to charge at rates more than a few amps. Esp if several people are using the system at once. It was also agreed to add a battery / charge monitoring system to assess the real condition of our electrical system.

It was reported that past member Peter Garoni is quite sick. – Post meeting note. Peter passed away last Wed morning.

Matt then did his tech talk, showing us the new Sanwa 6 and 10 channel transmitters, among other things.

Neil Black was also generous enough to make available some very affordable helmets for the pylon racing comp. The deal was only available on the night, so if you missed out, you'll have to find one elsewhere. Many thanks Neil. (Cant wait for some photos of this comp in action – ed).

Next meeting to be held at Bittern Fire Station, July 12th.



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WPMAC Events Calendar for 2011

Month	WPMAC Meeting	Keith's Comp's	Working Bee's	Special Events	Scale Day's
May	10th	15th	22nd		15th Scale & ARF John Bentley Memorial Trophy BADMAC Mid May Muster
Jun	14th	19th			
Jul	12th	17th			
Aug	9th	14th			
Sep	13th	18th			
Oct	11th	16th			16th Scale & ARF Alan Ritchie Memorial Trophy
Nov	8th	13th	13th		
Dec	13th	18th			

Pylon racing competition dates TBA.

Benella 2011 by Michael Newman

Bloody April

The quest for air superiority on the Benalla front between the Germans and the British air forces is a battle stamped in history, where young men on both sides laid down their lives for their countries. Below in the trenches each side exchanged insults and finger gestures across no man's land, while spies roamed the airfields of their enemies, and the Red Cross coffee man kept the caffeine levels high. Historians have written that the 1st of April 1917 was the first day of the great air battle, but according to a German diary found in fields of Benalla in 1922 it wasn't until the 2nd that the great air forces of both countries met, these are the extracts from that diary.

April 1

The German air crews reached the Benalla base Jasta 16 at around 1300, led by Matt Carter (Baron Von Crashoffen. KFC Navy), fellow pilots Brian Holmes (Oberleutenant Crashbandicoot) and Mick Newman (Gefreiter Hans Kerpoppelkoff), with supporting ground crew, Hans Keith Turner, Otto Andrew Puggleise, and Helmut Mick Peel. The young pilots jumped straight into their new birds for some test flying, and the pilots weren't too happy with the way their new planes were handling. Using Oberleutenant Crashbandicoot as a guinea pig the lead started to fly, but not from enemy fire, but because the COG's were so wrong! Once the mechanics had completed the modifications to each aircraft, further test flights were made with more success. A now satisfied group of pilots retired to



the officer's caravan park for dinner supplied by Fraulein Kerry Holmes and heavy refreshments, while the mechanics performed some minor repairs.

April 2

As dawn arrived a rude awakening was experienced by some of the pilots, Helmut Mick Peels alarm woke them at 0540, with much swearing and abuse the alarm was silenced! The pilots arrived at Jasta 16 at 0900, the sun was shining and a slight breeze was blowing from the south. The call from head quarters came through, we were to take off at 1100 and head over the front to meet the pommie squadrons, streamers were fitted, planes fuelled and ammo loaded. Tensions were high as we watched the clock slowly tick towards 1100, each pilot was sitting in his scratch built aircraft's cockpit waiting for the flare to be fired, and engines to be started.



As the clock struck 1100 a green flare hurtled into the air and the sound of 8 Mercedes OS 25fx's engines starting filled the air. We took off in two's and climbed to 300 feet, as we reached the front we could see the pommie squadron, I counted 10, but there may have been more. We formed up in a V formation and our commander Generalfeldmarshall Baron Von Grossenschlager and he gave the signal to attack, we dived on the pommie gits with guns blazing. Oberleutnant Crashbandicoot got the first kill and I could see him cheering in his cockpit, he had shot down his long time nemesis Captain Fabulous VC KFC. A fur ball ensued as 17 aircraft battled for air superiority, as I levelled out I clipped the

streamer of one of our own aircraft, the last I saw of him was heading back towards our lines, my god I hope he will be alright. I saw at least two more enemies shot down in the following minutes, by then I had run out of ammo, and as our fuel was close to empty our commander gave the signal to rejoin and we dived away to the North, and headed back to base. We landed at 1115, when I saw that Baron Otto Von Cosier Blue Max KFC had landed safely I apologised for hitting his streamer, he was just thankful that he made it back in one piece. The first flight had been a great success; we had not lost a single aircraft in combat.

We took off a further 3 times that day, we were exhausted, and the red bulls weren't helping. The last flight was the worse I had ever been in, we reached the front at 1500, and a huge dogfight was already in progress above us. In the distance I recognised one of my arch foes Flight Lieutenant Steenkey (Lucas Talman), his SE5A painted in drab green was in pursuit of an Albatross from Jasta 11, without any warning another Albatross from the same squadron collided with his SE5A. Steenkey's SE5A disintegrated in mid air; the poor pommie bastard didn't stand a chance as I watched the bits of his aeroplane float away in the wind. Another mid air occurred to my left, then one to my right, aircraft parts were falling all around me. I tried to concentrate on the battle at hand, but I was too busy watching the aircraft around me crash to the ground. All of a sudden I saw two SE5A's on my tail trying to cut my streamer, I weaved to the right then climbed to the left, although they were behind me they were struggling to get a cut on me. All of a sudden Crashoffen appeared behind the two Se5's and my tail was clear. I looked left and right but I couldn't see another aircraft anywhere near me. Suddenly below the clouds to my left I spotted my squadron commander, I joined up on him and we headed back to base. My landing wasn't the best but I was back in one piece.



We had suffered only 2 loses that day, but the pommie bastards had suffered a lot more. As the truck took us back to the officer's caravan park, all I could think about was drowning my sorrows and tucking in to Fraulein

Cheryl Turner's sausage rolls. In the mess that night, many drinks were consumed, I think I drank a bottle of schnapps, actually it may have been two, but I wasn't counting. I remember later trying to help the mechanics repair my plane, it wasn't until 0400 that we finished, it was a patch job but it was the best we could do.

April 3

Reaching for the Bex powders as I woke I regretted consuming all that schnapps the night before, my fellow pilots weren't to happy with me breathing near them either. The drive to the airfield was very bumpy, the little Captiva truck seemed to hit every pot hole in the road. Once again we were thrust into battle, aircraft on both sides kept falling from the sky. Crashoffen got his 5th kill today, he was now an ace, I barely managed to keep airborne, the repairs to my plane the night before weren't holding together to well, nor was my head. On the second last flight of the day in haste to clear the tail of a fellow Jasta member, I accidentally flew thru is tail and his aircraft went spiralling into the ground...OOPPPSSS. On landing we were told Crashbandicoot had survived the crash and was taken by ambulance to the Benalla field hospital, his role in the rest of the air war was now over.



I visited Crashbandicoot in hospital he looked terrible, the disappointment on his face was obvious, because of me he would never fly again...OOOPPPSSS again. I returned to base not feeling to well, hangovers really suck, the CO said the next flight would be the last supporting the big push to Wangaratta, we were going to put every aircraft into the air that was capable of flying.



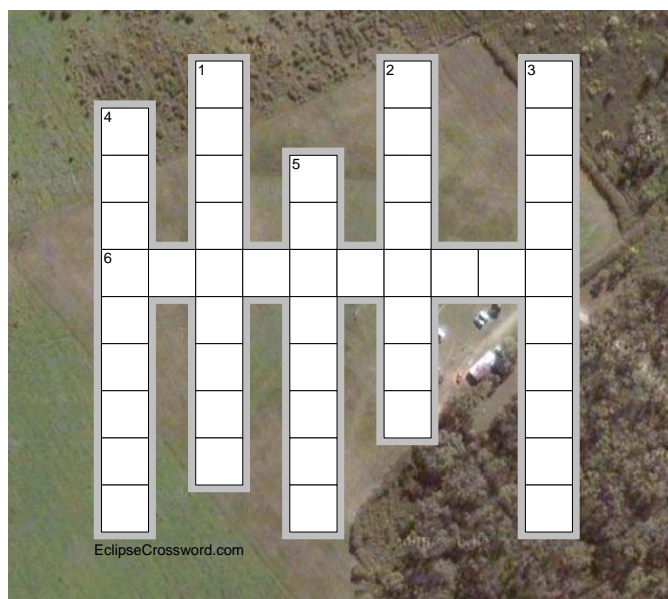
My plane was been held together by fibreglass tape and cable ties, my rudder wasn't working and the throttle wasn't either. Cheap metal gear servo's from Tibet, I will never use them again. Otto and new mechanic Kevin did a great job on getting my plane airborne for the last push, my Daimler ASP 28A was screaming as I struggled into the air, really who needs a rudder anyway. Crashoffen flew like the devil in the battle, he managed to crash three times, and although wounded managed to get back into the air. His black Fokker DVII was everywhere, and then is Albatrossaty DV, I couldn't keep track of what he was flying anymore, and his ground crew couldn't keep up either. My plane was flying like a brick and the only thing I could do was to try to ram one of the pommie bastards. I tried and I tried but in the end I went spinning into the ground.

The battle was finally over, and the Generals were tallying the scores, the Germans had won! Infact, we kicked their butts, we had pushed the pommie horde back, and sent them back to mother England with their tails between their legs. Baron Von Crashoffen was the most awarded in the battle, he was relentless in his pursuit of the pommie bastards. Jasta 16 had once again rained supreme over the fields of Benalla, it was yet again another great victory to the motherland.



Riddlers Crossword

To celebrate the last ever space shuttle launch due in July, Shuttles is this month's crossword theme.



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Across

6. The shuttle with the faulty booster.

Down

1. This space ship was named after another famous ship.
2. Last shuttle to visit the hubble space telescope.
3. This bird never flew in space.
4. The first shuttle to recover a satellite form orbit.
5. Which shuttle had a catastrophic heat sheild failure on re-entry.

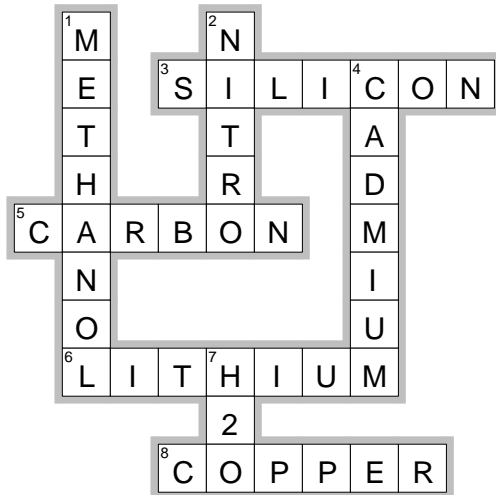


Web Site Updates

The weather system at the club has been having some stability problems as mentioned at the last meeting, primarily due to low battery voltage we suspect. Our engineers are currently working on the issue. Just keep trying – it will be up again soon.

Answers from last issue

Here is last issues solution to the riddlers crossword



EclipseCrossword.com

Who Am I ?

Q. I have a 44m wingspan and 4 counter-rotating props. My first prototype crashed about 2 months after the maiden flight.

A. Antonow AN-70 (or Antonov to us Aussies).

Contratulations Stephen Gray for being 1st correct answer.

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Did You Know ?

The Airbus A340-600 is currently the longest aircraft in the world, at 75.3m in length. This is just 60cm shorter than the maximum permitted length for aircraft handling at passenger terminals. And before you say BUT..., the Airbus A380 is only 72.8m long.



Gallery



Hard life eh Mike ?



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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. (You can also click on the links above)

Newsletter Submissions

If you have anything of interest share with other like minded modellers, please send me your stuff by the 2nd Tues of each month (ie - Club meeting dates).

For this newsletter – thanks to Rod Clayton, Brian Holmes, and Michael Newman and the Riddler as usual.
