



The Western Port Flyer

Woolleys Road, Crib Point, VIC

www.wpmac.com.au

Newsletter of the Westernport Model Aircraft Club. July 2011

Message from Pres

Hi To all Members:-

It's the end of another financial year and it's good to see nearly everyone has re-joined.

But if you haven't payed your fee's you can't fly because you are not covered. We will be changing over to the new keys at the general annual meeting, so please attend and bring along your old key.

If you haven't got your old key you will have to pay for a new one, thanks.

Well we are having a real winter this year, wet and cold. The good thing out of this weather the grass doesn't grow too fast.

We had our pylon racing, not to many people turned up (because of the weather) but the people that did had a great time. Mr Carter had engine problems and could only race in the last heat, but with one lap to go I accidentally cut off one side of his top wing sorry Matt. But my plane kept flying dead stick but was able to land it in one piece, once again sorry Matt. Doddsey turned up with his plane and lapped us ten times, he will not be flying that plane again boys. Big Coxey finished every race so did Ash, other than doddsey plane we all were very close. We can't wait for the next pylon race. (Matt I have a spare wing if you need it LoL).

Computer died and is back repaired, thanks to Scott.

Thanks Brian Holmes

Message from Ed.

Hi all.

So we're just about at the end of another committee year.

The pylon comp is ramping up, and it only looks to be going from strength to strength as the weather gets warmer (well it was warmer for a moment after the 2 degrees we had the other week). Can't wait to see how fast a trainer can go with rocket launch assist too ☺. – only joking Keith.

Over the last 12 months, a few members have submitted some great articles for our newsletter, and I'd like members to vote for their favorite. Please send your vote to editor@wpmac.com.au. If we get enough votes, then we can find some way to honour the winner. Votes must be in before Fri Aug 5th please. If you don't have or can't find the previous newsletters, they are all available for download from our web site. Login and goto Club Documents menu.

And all those who think its too cold to fly at the moment, think about this. The wet ground makes a really great soft landing, but it doesn't seem to stop the broken props.

Its great to see so many local businesses willing to sponsor our club. If you have any need for the services they provide, please contact them. And don't forget to mention WPMAC – we'd like to have them back again next year.

See you down the field. – Ed.

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Club Meeting Brief, held at Bittern fire station,
Tue 12th July, 2011

Next month is the Annual General Meeting. If any members wish to be nominated for a committee position, then you must complete a nomination form. Nomination forms should be submitted to a committee member ASAP.

Please note that

The Annual General Meeting will be held at Crib Point Community Center – Park Road, Crib Point. Melway map 195 B2.

All future meetings will probably be held there too, so keep an eye on our web site for updates.

Annual awards will also be presented at the AGM, so if you still have a trophy from last year, please return to the committee ASAP.

Keith announced some minor changes to the Pylon trainer comp. A new starting method, and the third pylon will be (re)introduced. Refer to the rules below.

The weather computer has had its motherboard replaced after it blew up. Scott A. has repaired it (thanks Scott), but there was some additional work to do after the power supply was found to be faulty too.

Matt Carter did his tech talk, introducing the new OS 95 4 stroke (FS95V), and also a new 46 size from Force, who are better known in the buggy world, but reportedly make a great engine. Also on display was some new Lipos. The "Tiger Power 2200 Atomic-Platinum" with a 10C charge rate.

Matt also mentioned that Spektrum has released a new RX but have reversed the connectors orientation, so make sure you check the diagram printed on the case before plugging in.

The usual raffle was held, with 1st prize to Neil Lyons who **Picked The Box**

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Thanks to Gary Zerbe and Box Stallion winery for donating some more plonk for the raffle.

Next meeting is the AGM, to be held Tuesday 9th Aug, at Crib Point Community Center.

Remember. The locks are due to be changed on the day of the AGM. You will need to exchange your keys at the AGM, or otherwise afterwards by arrangement with the Key Master (Registrar – Stephen Gray).

**BRING YOUR GATE KEY
TO THE AGM.**

Member Profile by Stephen Gray



Name: Keith Turner
Occupation: Maintenance Technician and Driver.
Age: 60

Keith was born and bred in South Melbourne; he has two children, has a partner and lives in the Baxter area. Originally a Boilermaker, he has traveled extensively within Australia and OS. Keith has enjoyed camping and fishing over the years and just loves his time with the club, "there great people!" Keith has been a member for around four years.

How did you get started in this hobby?

"Got into flying, after seeing Control Line Aircraft at Albert Park, my first control line was made of weatherboard and had a Frog 500 motor, got back into it over the last four years."

What would you say is your greatest achievement so far?

"Semi-retirement and traveling."

Do you recall how many aircraft you've lost ?

"A dozen."

Build from scratch or ARF, any preference?

"Both, I'm currently building a 120 size, Iendecker, using photo's and other reference material."

Your favorite Movie ?

"Love the "Pirates of the Caribbean" series, any good English comedies, Steptoe and Son, I enjoy the TV series Deadwood."

Words of wisdom you would impart to a beginner?

"Take notice of your instructor."

If you had the money, what would be your dream car and what would you be flying?

"My car would be a Holden SS wagon, and I would love a quarter scale Mustang."

What type of aircraft are you currently flying?

"A 40 size trainer."

Most memorable club moment?

"Being competition director and being awarded Clubman of the year."

Favorite model you've flown?

"Big Mustang, 60 size motor – scratch built."

Who Am I ?

OK – This is becoming a battle of wits. (or is that a battle of the google ?)

This aircraft has my favorite radial – the Wright R-3350, a wingspan of approx 30ft, top speed of about 540MPH (at 5000ft) and does NOT have flaps.

Submit your answers online through this link.

http://www.wpmac.com.au/index.php?option=com_mad4joomla&jid=6&Itemid=35

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

Pylon Rules by Keith

WPMAC RULES FOR 46 PYLON RACING

Aircraft Rules

The aircraft must be 46 size high wing trainer.

With the following modifications only allowed:

- Any size & make prop
- Any make or type of fuel
- Any make of engine (must be 46 size with no modifications)
- Must comply with WPMAC noise limits.

Race Rules

1 X Pilot

1 X Co-Pilot (scorer)

Race duration 30 minutes with one compulsory pit stop at any time. The aircraft completing the most circuits of the course in that time, will be the winner.

You can change pilots any time.

When pit stop occurs you must take off and pass The first pylon or no lap recorded.

A triangular course is flown around 3 pylons.

The race will start with all aircraft lined up on the starting line next to the pilots box. Wind permitting, the first leg will be flown away from the pilot box (NW direction) towards the middle pylon.

The lap counter doesn't start until the aircraft first passes the pilot. So the lap following this becomes lap 1. etc..

If your engine cuts out during the race, you can make a normal dead stick landing. But you MUST make it as far as the starting line if you wish to continue that race. Otherwise you must wait for that race to finish before collecting the plane.

Any pilot who wishes to challenge another pilot must Tell the Events Director between races.



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For Sale

Barry Smythe is selling of his engine collection, consisting mainly of OS 4 strokes, but with a few odds and ends too.

Models include OS FS-20, FS-26S (pictured), FS-40S, FS-48S, FS-52S, FS-61, FS-70SII, FS-70S, FS-90SII, FS-90S, FS-120S-E, a Thunder Tigre F-75S, and an Enya 60X 2 stroke. Most engines are boxed, and some are new.



Check out the web site for more photos and contact details.



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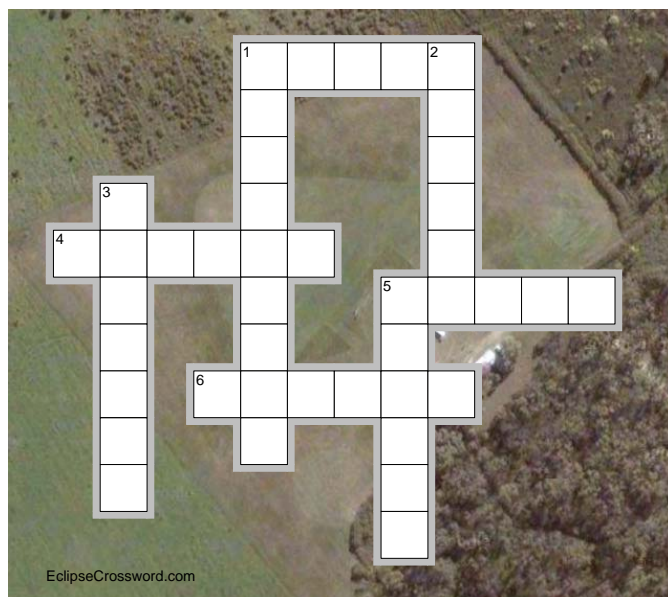
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WPMAC Calendar

WPMAC Events Calendar for 2011

Month	WPMAC Meeting	Keith's Pylon Race	Keith's Comp's	Working Bee's	Special Events	Scale Day's
Jul	12th	3rd	17th			
Aug	9th	7th	14th			
Sep	13th	4th	18th			
Oct	11th	2nd	16th			16th Scale & ARF Alan Ritchie Memorial Trophy
Nov	8th	6th	13th	13th		
Dec	13th	4th	18th			

Riddlers Crossword



Across

1. I'm running out of these
4. Where'd them noisy jets go ?
5. Our new comp
6. This club aint that bad really

Down

1. Another contender for the 1st flight.
2. Who should we call when we dont get enough power ?
3. Maneuver 11 in the sporty 40.
5. Who made the first heavier than powered flight (surname)?

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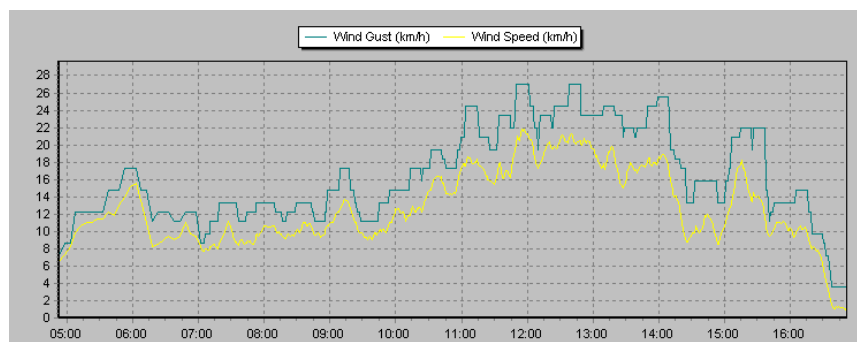
Web Site Updates

Now that the computer at the field has been repaired and put back online, the wpmac.com.au weather web page is accessible again, with a couple of changes.

The "CLUB WEATHER" link is now available 24-7, directly from our web server (not the field computer). These are updated every 30 mins by the computer and weather system at the field during daylight hours. At night, you can still see the days weather as of about 5pm.

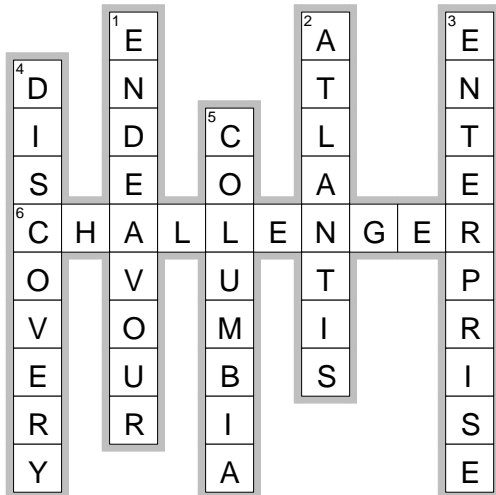
If you still want the very latest weather, then there is a link available at the bottom of the main weather page.

As always, if you have any suggestions for improving the web site, or any suggestions at all, please use the "SUGGESTIONS" link on wpmac.com.au.



Riddlers Answers from last issue

Here is last issues solution to the riddlers space shuttle crossword



EclipseCrossword.com

Who Am I ?

Last months Who Am I came from the story of a Stinson model A that was one of 4 owned and operated by Airlines of Australia. It was steel frame covered in fabric and powered by 3 lycoming 260hp radials with variable pitch props. The aircraft had no radio though, not that it mattered – there were no radio base stations between Brisbane and Sydney anyway in 1937. When the aircraft was found, the names of John Proud and Joe Binstead were engraved into the fuselage.

Well done Danny Way for 1st correct answer. Runners up to Philip Diamond.

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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 again to, Brian Holmes, Stephen Gray and the Riddler.
