



Message from the President.

Hi All,
We just had our Family Day, we could not of asked for more better weather on the day. I would like to thank all that helped with a clean-up on Saturday.

I would like to thank Ian and Sue for their great effort in cooking all the food, also for all the people that contributed with the salads and cakes.

Last week we had our second pylon day and again the weather was great, we had a great turn out and lots of our own members participating in the event. Fun was had by all.

Thanks for the pylon guys for running it for us.

The weather is warming up, the grass is drying out big time, we need to be careful if venturing out into the paddocks if we are retrieving a plane as there is snakes around.

We just had the Hasting festival, I wanted to thank all that helped make this a great day for the Club and for the community..

Crowd attendance looked good and everyone seemed to have a lot of fun, feedback has been very supportive from PARCS and Nepean, and the Control Line guy's.

We can pat ourselves on the back for a job well done, and we should look forward to doing it all again next year.

Thanks Brian.



SG's bit.....

Our second issue of The Western Port Flyer,. It was suggested that it would be out at the beginning of February...but with our main calendar event the Western Port Festival, it was decided to leave it a little longer.

As Brian has already indicated we had a few things on over the last few month's and so you may find yourself smiling back at yourself from these very pages. A few Working Bee's, Pylon Comp, Scale Comp, Family Day and the Western Port Festival.

I have chosen not to include a repeat of General Minutes from meetings, if you are interested they are available as hard copies down the field or you can peruse them online via the club website.

Next Issue - June - July

Cheers
Steve G

Staff Wanted

Skills Required

Photography - None - Use a phone and use the built in camera....or if applicant has own camera, please use it.

Journalistic Experience - None - A few descriptive pieces of text generally helps, but not always required.

An interest in RC Models, bordering on an Obsessive Compulsive Disorder is required.
Apply directly to the editor with your contributions.

WPMAC

Calendar dates for the year 2017



Working Bee's:

- Working Bee No4 - Sunday 14th of May 2017
- Working Bee No1 - Sunday 13th of August 2017 - New Committee in place.

Scale Day's:

- Dave Feather Scale Day - Sunday 9th of April 2017

Other Events:

- Helicopter Fun Fly - 12th of March 2017

Club Comps:

- Check website Calendar - Date subject to change.

WPMAC General Meeting's:

- **General** - No: 308 - Tuesday 14.3.17 @ 1930 Crib Point Community Hall
- **General** - No: 309 - Tuesday 11.4.17 @ 1930 Crib Point Community Hall
- **General** - No: 310 - Tuesday 9.5.17 @ 1930 Crib Point Community Hall
- **General** - No: 311 - Tuesday 13.6.16 @ 1930 Crib Point Community Hall
- **General** - No: 312 - Tuesday 11.7.17 @ 1930 Crib Point Community Hall
- **General** - No: 313 - AGM (No: 27)- Tuesday 8.8.17 @ 1930 Crib Point Community Hall

WPMAC Committee Members 2017



President
Brian Holmes



Vice President
Alistair Cox



**Secretary
& Newsletter**
Stephen Gray



**Treasurer
& Registrar**
Gavan Sexton



Catering
Ian Syer



**Sponsorship
& Raffle**
Barry Smythe



**IT
Support**
Hardy Maxa



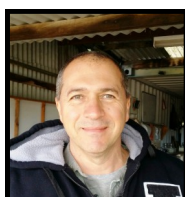
**Competition
Director**
Lucas Talman



**Competition
Assist**
Keith Turner



**Fixed Wing Safety
& Flight Training
Co-ordinator**
Garry Zerbe



**Helicopter
Safety**
Franz Romano



**Floor
Member**
Les Hawkins



**WPMAC
Maintenance**
Craig Sarginson



**WPMAC
Maintenance**
Neil Lyons



**Floor
Member**
Phil Till

WPMAC MAAA & Club Instructors 2017



CFI - MAAA Inst
Michael Bourne



MAAA Inst
Brian Holmes



MAAA Inst
Justin Trist



MAAA Inst
Garry Zerbe



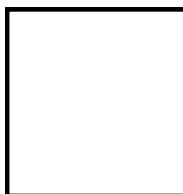
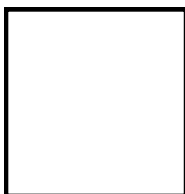
MAAA Inst
Richard O'Nians



**Club
Instructor**
Les Hawkins



**Club
Instructor**
Michael Newman



Identify the Cockpit ?

Answer in the next issue.



WPMAC Member Profile



Name: Reeve Marsh

Occupation:
IT- Project Manager

Age: 56

Reeve live's locally in the Langwarrin area, he is married with two daughters. He has been actively involved in the Victorian State administration for at least 20 years and a WPMAC member for the last 7 years. His main interests include all sorts of model aircraft of any kind as well as a long term appreciation of motorcycles.

Do you remember your first car ?

Yes...a Standard 10 an British 2 door sedan

What would you say is your greatest achievement so far ?

My two successful grown up daughters

What type of aircraft are you currently flying ?

Electric Gliders, Thunder Tiger 1600

The hardest thing you had to learn about flying ?

Miss the ground and I'm still learning

Favorite model you've flown ?

The Bridi - Big Birdy

Do you recall how many aircraft you've lost ?

No.....not a hope

Build from scratch or ARF, any preference ?

Build from scratch

Words of wisdom you would impart to a beginner ?

If you enjoy it, keep doing it !

The worst crash you've ever had ?

Probably, a crash of a control line aerobatic model, during the Victorian State Championship...straight in from overhead

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

The dream car would be a bike...that would be an Indian Cruiser.....Flying - Like to many planes to choose one.



Berrick....removes the pull rings from cans...for charity...

Working Bee No:2 6.11.16

A general clean up before the John Bentley Scale Day, with a good turn out from 31 members. One main objective, was the replacement of a windsock. Sarge climbed to a great height to achieve this, with much appreciation on his safe return to the ground.

Brian & Kerry cooked up a storm , and Lucas managed to catch up on recent events with his latest copy of "The Western Port Flyer"



Good attendance on the day.



David holds up his end....while Sarge contemplates the climb.



The new windsock is installed, bright colour.



Brian & Kerry feed the troops.



Lucas catches up on the latest.

The very serious looking judges

- Matt Carter
- Lucas Talman
- Scott Talman

John Bentley Scale Day 27.11.16

With a mild northerly, the day started with Pilot registrations.....followed by a Pilot briefing for all participants.....what soon followed was a day of fun.



Neil Lyons and Craig Sarginson, maintained a continuous flow of activity for the day.....keeping pilots informed of the rounds and sequence.



WPMAC and NMAA members put on a show, challenging one another in each category, and the standard of aircraft in attendance was high.

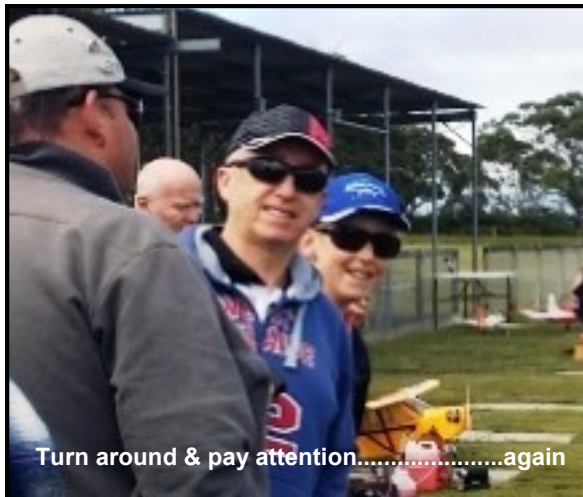
There was a more defined Heli's presence at this scale day and some great flying from all disciplines.



Ian Syer, took on the catering duties with his usual enthusiasm, feeding the hungry masses and even managed to get to watch some of the action for the day.



The judges shared a wealth of experience and were not susceptible to any level of flattery or sledging from any participating pilots. They kept their poker face's on in all their interactions. Performing an outstanding job for the day.



Turn around & pay attention.....again

Young Cameron Sexton was some serious competition in the Foam Category for one WPMAC member, but he finally succumbed in the end due to a few minor points.

As usual much fun was had by all.



Wayne's German WWII Glider



Alistair's Mew Gull



Bell 47- Look into my eye's



Mostly - a group of The Original Generation



Mostly - a group of The Next Generation



Gary's Pilatus PC6



Oooooops.....all good, no damage.



Young Cameron collects his Trophy....



Western Port Q500 & Sports - 22.1.17

These races that we have out at the Western Port Cub are just a great day and with so much enthusiasm for pylon racing coming from sports flyers and new Q500 flyers, these events are our best chance at getting new pylon racing pilots into our regular competitions.

Thanks to all the participants and to the WPMAC for hosting the event.

Words & Pic - John Schmidli

Family Day Buy, Swap & Sell 29.1.17



The family day came upon us all in late January. A get together for members, celebrating a new year, with the promise of new mishaps and laughs along the way.

With the popularity of the Buy, Swap & Sell it seemed a good idea to combine the two. Expressions of interest came flooding in with the promise of an exotic menu. It was however a good feed, some laughs and most of all fun, with over 40 plus members in attendance.

Barry has his Engine Stall setup and made some early sales to young Arapakis, as well as providing an abundance of advice and information.

Wayne Gorsuch had some gear available for sale and generated some interest.

Ian & Sue did a great job on the catering, and Christie & Lucas provided some terrific deserts for after lunch.

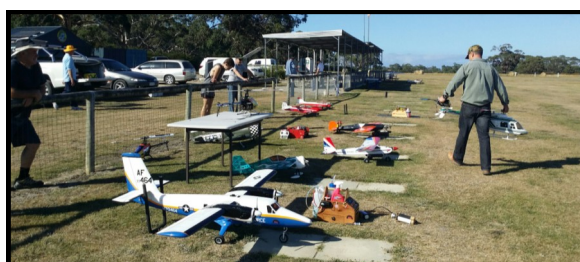
Overall a good catch up after the Christmas break, and the opportunity to enjoy each others company as well as talk planes & heli's.



Michael & Franz talk heli's.....



Michael decides to pack up.....



A pretty full carpark & an active flight line.....



Wayne & Franz having a chat.....



Working Bee No:3 was a little damp, but this didn't necessarily dampen the spirits of those in attendance with 24 members braving the uncertainty of the weather for the day.

A good deal was achieved too, the pipeline in the urinal area was fixed, and new shelving was installed in our events container. The trailer was relocated and we made light work of the gravel, the usual whipper snipping and weeding was also completed for the day.



Hardy cracks a smile, cleaning Solar Panels.....



Nizz puts up the shelving....



Roy & Gunter share a joke.....

Gav's.....

Point of Interest !

Mary Ellis has celebrated her 100th birthday.

Tearing through the skies above the South Coast of England, two Spitfires evoke powerful memories of Britain's wartime resilience.



But this stirring image holds a further poignancy – for in the cockpit of the lead aircraft sits Mary Ellis, celebrating her 100th birthday by recreating her time as one of the 'Ata-girls', the select gang of female pilots who flew Britain's fighters during the war.



And over her shoulder is one of the actual Spitfires she flew during her 1,000 flights as a First Officer with the Air Transport Auxiliary.

'Wizard, this is wizard!' yelled the delighted centenarian through her intercom.

Mary was handed the controls of the 275mph twin-seater as it swooped over West Sussex. After about 15 minutes, she turned for home,

and told her co-pilot Matt Jones: 'Goodwood on the nose, you have control...'. Then she settled back to enjoy the ride back to base.

Earlier, Mary watched in delight as Spitfire MV154 took its place beside her in an extraordinary airborne tribute. It was a plane she had delivered to RAF Brize Norton from Southampton on September 15, 1944, and it hides a sentimental secret. For at the end of the 25-minute wartime flight, she signed the cockpit, scrawling her maiden name Wilkins and the initials ATA.



Mary Ellis (circled) was handed the controls of the 275mph twin-seater as it swooped over West Sussex

She hoped her tag might be spotted by a handsome pilot and lead to a wartime romance – although the impulsive act, a career one-off, didn't bag her a boyfriend.

Mary, originally from Oxfordshire, had her first flying lesson in 1938, and flew for pleasure until 1941 when she heard a BBC radio appeal for women pilots to join the auxiliary service and so release male pilots for combat duty.

Speaking at a surprise birthday party on Thursday, Mary said: 'The war was a challenge and one had to do something about it. I went on and on until I flew everything. I love the Spitfire – it's my favourite aircraft, it's everyone's favourite,

it's the symbol of freedom.'

For four years she ferried warplanes from factories to frontline squadrons. The 166 women of the ATA – about one in eight of the total – have been dubbed 'The Female Few', echoing Winston Churchill's description of the RAF airmen who fought in the Battle of Britain.

Mrs Ellis looked back over her left shoulder and glanced at the aircraft she once flew

Mary was usually found at the joystick of a Spitfire or a Hurricane but ultimately flew more than 50 types of aircraft, logging 1,100 hours of flight, much to the astonishment of some colleagues.

As she sat on the airfield ready to deliver her first Spitfire, the mechanic standing on the wing asked how many of them she'd flown. When she said it was her first, he was so startled he fell right off. The largest aircraft she flew solo was the Wellington bomber. After landing at an East Anglian airfield, Mary was greeted by the ground crew who asked where the pilot was. 'I'm the pilot,' she said. They insisted on searching the aircraft before they believed her.

It was dangerous work. Mary was sometimes ordered to move combat-damaged planes that were not officially fit to fly, but had to be taken for repairs. She crash-landed twice and was shot at once.

Mrs Ellis toasted a glass of champagne with co-pilot Matt Jones, managing director of Boulton Flight Academy



Fourteen of her fellow ATA female flyers lost their lives, including aviation pioneer Amy Johnson.

Mary – who to this day needs no spectacles, nor a walking stick – was one of the last six women serving in the ATA when it disbanded after the war. She remained a private pilot and then became managing director of Sandown Airport on the Isle of Wight. She married Don Ellis, a fellow pilot, in 1961, but was widowed in 2009. Matt Jones, who flies Spitfires for Goodwood-based Boulton Flight Academy, reunited Mary with MV154 after first meeting her in 2015. He conspired with the plane's current owner, pilot Maxi Gainza, to bring it to the UK from its base in Bremgarten, Germany.

He said: 'I gave Mary control of our Spitfire. I wasn't sure where we were but Mary was very clear. She pointed us towards Thorney Island, up through the Witterings, flew on to Selsey Bill and then Bognor Regis, never losing a foot of altitude.

'She showed me precisely how she was able to deliver all those aircraft with just a map, a compass and a stopwatch. I was utterly humbled by a superior aviator who also happens to be 60 years my senior!'

By [Sarah Oliver For The Mail On Sunday](#)

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Western Port Festival - 2017



Eyes were skyward for the action at the Hastings Foreshore Reserve. Our major calendar club event for the year, the Western Port Festival and like many other previous years was enjoyed by many, club members and the general public.....



Pilot Box Action

Members from WPMAC, NMAA, PARCS, CLAMF & VMPRA made an out standing effort over the two days, many thanks goes to all involved...for contributing to it's success. The Weather was another huge plus, you could not of asked for a better day on Saturday the 25th

Friday saw the fencing go up, many hands make light work and this was done fairly quickly, that night was our after dark night fly, good crowd attendance and the pilots kept them entertained with many a near miss or the illusion of one.

Saturday was the big day however and started with the Pilot Registrations, once this was concluded a Pilot briefing followed, and then Action Stations...what then followed was a mosaic of model aerobatic fun for all, from Combat with

streamers, Large Scale 3D, Pylon F1, & general flying of all types.



Wayne Gorsuch's B25

A new aspect for this year was a Trainer demo with Brian & new junior member William Tallon, giving a demonstration of how the Buddy Lead system works.



Control Line Aircraft on display

Another new element for this year was with the Control Line boy's...this year they had there own arena to operate from and according to feedback this was a great success, having them in there own arena allowed them to invite people into the area to have a go with an instructor, giving them a taste of the hobby. Reeve Marsh couldn't of been happier with the day's activities.



Reeve assists a young pilot in the making.

On the day we had a Cafe2U franchiser available for all the coffee you could drink and WPMAC's Barry conducted a raffle for the general public, the kiddies were getting chuck gliders as a giveaway though the day and many a glider was thrown around the Foreshore Reserve.



A SBD Dauntless makes it's landing approach.

Another particular fun part of the day was our Battle Sequence with Pyrotechnics, to all involved in this part of the day I have to extend my gratitude for all your help.



Allied forces attack a Nazi ship yard.

The crowd numbers were really looking good at this time of the day and the Pilots involved did a great job, unfortunately Franz Romano suffered some damage to his SBD Dauntless, but it is repairable...so hopefully we will see it attacking the enemy again soon.



We look forward to next year and another great show, which is not possible without the Pilots who volunteer their time and aircraft for the day, as well as all the hard work from others involved behind the scenes and the actual running of the day's activities....well done WPMAC



Basil's Tech Tips

If you dismantle an engine (2st. or 4st.) for cleaning, inspection, bearings etc. and you remove the crankshaft, follow this procedure when reassembling the engine. When you have reinstalled the crankshaft, before doing anything else, fit the prop drive washer, prop and nut and tighten as you would when fitting the prop to the engine in the plane. This seats the crank into the bearings and you can immediately tell if there is any binding by checking the prop spins freely before continuing to reassemble the engine. Most binding problems occur with the crank not being seated properly as it either pre loads the bearings, stops the conrod aligning properly or rubs on the crankcase back plate.