



The Geelong Flyer

NEWSLETTER April 2006

MESSAGE FROM THE PRESIDENT

From the Prez,

Our newsletter is back after an absence for a few months as we welcome back our editor from his Honeymoon, best wishes to Dean & Karenne.

Since the last newsletter we have some sad news on two occasions, past member Russell King who sadly passed away on the 21st of March while on a cycling holiday in NSW. On Behalf of GMAA, our sincere condolences to Lee, Russell's wife, Rohan and Stefanie, his children.

Deepest sympathy from all of the members for Richard Machars who's mother passed away. Our thoughts and prayers go to Richard and his extended families.

For those who attended the March general meeting there was lots of interest & discussions centered around whether GMAA should hold another open day later this year or early next year. I urge club members to show your support & voice your opinion by either attending the next general meeting or by contact me either by phone on 0408 250 235 or send an email to agiusf@bigpond.net.au.

The committee is seeking your thoughts and support.

Big thanks go out to Colin who did a marvellous job in getting some aircraft together for the Lara Heritage Festival; many thanks to Phil Pope, Andrew Thomson, & Ian Scott for giving up their time.

Until next time
Happy Landings
Felix Agius
GMAA President

Next meeting, 18th April 2006.

Birthdays for March & April



March

Adam Echter
Colin Gissing
John Mirak
Nathan Notley
Ian Stewart
Alex Wiggins

April

Tony Anderson
Graham Nell
Steve Bennett
Jeffrey Charlton
Frederick Farquharson
Brian Kent
David Langsford
John McGrane
Michael Staton
Jarrod Tippans

SUMMARY OF MANOEVRES REQUIRED FOR GOLD WINGS

All the manoeuvres are listed in the VMAA directory. The following is an explanation and description of some of them. It should be used in conjunction with the list

All manoeuvres must be done centred directly in front of the pilot and each manoeuvre is done from both directions.

Outward figure of eight left to right.

Looking from above this manoeuvre is actually two identical circles “touching” in the centre. Starting above the centre line of the strip the plane is flown towards you then before it reaches the centre it is banked to the left and an outward turn is commenced the bank is then changed to right and the first circle is completed then it is banked left and the second circle is completed. The crossover should be in the centre and aside from this crossover the plane is never flown straight and level. It is always at an angle of bank. The manoeuvre is complete when the plane passes the pilot.

Inward figure of eight left to right.

The plane is flown past the pilot from left to right then a left bank is commenced crossing to the other bank in the centre as it is flown towards the pilot then it is banked to the right and the second circle is commenced crossover again in the middle and then completed.

Procedure turn

Most would have done this in the Bronze wings test.
The outward part of this manoeuvre is *directly in front of the pilot*

Immelman turn .

Fly above the farther edge of the strip straight and level, in the centre commence a half loop then at the top do a half roll to upright.

Three inside loops.

All loops should be the same size and superimposed not skewing out. It also looks and sounds better if you cut the throttle just after the top of the loop (“11 o’clock or 1 o’clock” depending on direction)

Cuban eight left to right

This manoeuvre is two vertical circles *almost touching* in the centre, the crossover should be in the centre the two lines should cross at right angles, i.e. The crossover should look like a cross on its side

Three horizontal rolls.

These rolls should be the same length and height the centre roll should be in front of the pilot and the plane it should be upright down elevator would normally be applied every time the plane is inverted doing it quick to avoid applying down elevator is not acceptable

The manoeuvres are not easy to do properly and most people will require considerable practice

Thanks to Murray Ellis for this article.

Important

New Postal Address for all correspondence :

**PO Box 5226 North Geelong
3215.**

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March 25/26

Well, another fun weekend, getting our floats (and feet) wet.

As you can see from the photo of my Piper Cub, the weather was perfect, temp around 30, sunny with a light breeze.

And yes the Cub did fly, although the first flight was nearly its last!

After running into the weeds and then the bank a couple of times, I finally got it pointed into the breeze and opened the throttle.

What a great sight to see the Cub come up on the step and slice across the water!

But suddenly all went wrong. The Cub started to turn towards the flight line (and us) and no aileron would straighten her up. Our friend Graham Scott yelled "Rudder", and as soon as I did so, control was restored. Murray then took control, did a circuit, and landed without further incident.

So lesson learnt, rudder was now mixed with aileron and the second flight attempted. No problems this time. Nice run across the water, gentle lift off, and soar above the dam in clear blue skies. The only worry now was to come in low and slow for a reasonable (only one bounce) landing, and taxi back to shore.

Murray, Rob and I each had some great flying, but we all brought home damaged and soggy models, so a bit of work required before our next sortie over the water.

Gotta fly, Phillip Pope

Don't forget the monthly BBQ on the Saturday after each club Meeting held at alternating fields.

April's BBQ will be held at Mannerim

Gold coin donation

From the Editor

We're back!!!

Haven't had much chance to go flying lately but did get in a day last week.

As I have been occupied with other events, I haven't had a chance to catch up with many of you and as for Easter, family commitments will keep me very busy.

Hope you all have a happy and safe Easter.

Hope to see you at the field soon

Deano



Pictures from Lara Heritage Festival

FOR SALE

Piper Cub \$200

Carl Goldberg powered by Rossi 61. Ready to Fly.

Beaver \$250

VMAR powered by OS 46 F.X. Ready to Fly.

Arrow Tiger \$250

VMAR powered by OS 46 F.X. Ready to Fly.

All models fully servoed, RX and batteries.

Radio J.R. XF631 \$300

12v Battery and Starter \$50.

Field Charger \$30.

Kraft Battery Analyser \$50.

OS Engine 40 LA Hardly used \$50.

All equipment is in top order.

Phone: Patrick Egan 5243 5909

WANTED TO BUY

Muffler to suit GMS 47 or VMAX 46

Phone Ross Beeforth 0425 724 592

Next Meeting

Meetings will be held on the third Tuesday of each month , the Venue -
 Geelong East Uniting Church
 Cnr of Boundary Rd & Ormond Rd
 East Geelong
 8:00pm
 Entry is via Boundary Rd, Church car park.

Contributions Always Welcome

DEADLINE FIRST MONDAY OF EACH MONTH
 SEND TO—Dean Clarke
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EVENT CALENDER



Apr 15/17	Aust. Masters Pattern	Shepparton
30	Sport Scale	Ballarat
May 6/7	State Champs Pattern	Bendigo
6/7	Annual Fun Fly	Mildura
20/21	Old Timer Annual	Haddon
20/21	Scale Aerobatics	Cobram
21	Pylon Q500	Lilydale
28	Jets	Mangalore

More events can be found on the VMAA Website.

