



The Geelong Flyer

NEWSLETTER April 2007



MESSAGE FROM THE PRESIDENT

At the last meeting it was reported regarding the follow up to buy marine carpet or matting to put down at the Dog Rocks field. The areas for its use considered, were the main pits, helicopter and control line areas. Phil reported on his follow up, he was to look at the quality of conveyor belting available from Pivot, two sizes available 750-1050 mm at \$4 per metre and 2.4m width at \$10 per metre.

I have been speaking to a contact that knows of suitable material and I am awaiting a reply. The material is most likely free, but most likely there would be transport costs involved. It could also possibly be used as runway strips. In the meantime, the old mats from Mannerim still can be used, when a restrainer is taken out, a mat can also be taken out from the club shed or the mats left permanently at each restrainer location as I said last month.

The suggestion for a two day fly-in was proposed, similar to that held at Warrnambool. The Saturday would be fun fly with visitors. Visitors may camp overnight, dinner out somewhere, and possible fun night in a hall. Sunday would be the open day for the public. The two day event helps visiting flyers justify travelling long distances to attend.

The proposal was accepted and a sub committee formed, to plan and organize the event.

The float fly day, will be repeated again this August, if rains tops up the dam at Mannerim. It was a successful event last year, enjoyed by all those who attended.

Good luck to our members that are attending and taking part in the Adelaide Texan races. Safe journey, bring back those prizes and photos.

See you all at the meeting Tuesday 17th April and the BBQ at Dog Rocks field Saturday 21st March. Let's hope for better weather than that at Mannerim last month, as the few starters gave up and left. The fun day BBQ's are meant to be a social get together for all members, for the enjoyment of our common interest.

Until next time.
Safe flying.

Colin Gissing
GMAA President

Next meeting, 17th April, 2007

Safety at the flying fields

A reminder of our responsibilities, as members of a potentially dangerous pastime. This is a reminder of the need to exercise caution and remain vigilant of dangers that lurk in all corners of the flying field.

DOG ROCKS FIELD

At the Dog Rocks flying field, there are three recognised flying zones. One, for each of the popular types of models flown at this field.

Fixed wing radio control aers are to be flown on the designated east-west strip immediately to the south of the club fixed wing pits area. It should be noted that the accepted pits area is designated as running east west and identified by electric light poles between pits and flight line. Models must be started in this area only, keeping the north eastern approach open for crosswind landings and to maintain the recommended distance from parked vehicles and the pits area. Landing approaches can vary according to prevailing winds and may necessitate approaches from both the direction of the entry gate towards the eastern end of the strip or from the fenced off paddock with old tyres around it, towards the southern edge of the strip. Whenever an approach is made in these directions clear airspace is needed as well as the required distance from the pits and car park areas. (30 metres according to MAAA guidelines)

Control line flyers are allocated an area to the north of the toilet block, this being a circle designated with a central marker at centre of circle (this circle is approx 40 metres in diameter).

Rotary wing craft can safely fly to the north of the shed and to either the right or left of the control line circle.

Recently it has become apparent that rotary wing craft have drifted from the allocated area to the north of the shed and are using on a regular basis the area near the old tyre paddock, with some flights actually in the designated flight line on the east-west strip. The worst case of safety, reported by a witness, two fixed wing pilots were on their designated flight line with an inverted heli no more than 6 paces away from the other pilots. Sure it was under control but as we all know RC is also known as radio un-controlled. Many things could and do happen whilst under seemingly perfect flight control.

MANNERIM FIELD

At Mannerim there is no fixed heli strip. But common sense would dictate the use of the northern end of the north-south runway near car park whilst fixed wing are in east west strip. When the north-south runway is used by fixed wing, then the use the western end of the east-west runway ie to the right of the pit area.

We should all endeavour to fly safely and within the designated sound levels applicable. This safety can sometimes necessitate the reinforcement of MAAA and club rules to our members and visitors.

Safety policy of the MAAA, is on their web site under MOP 056 (Safety on the field). A copy will be available at each field. All members not familiar with it contents should read this policy of the MAAA.

Andrew Thomson.
Safety Officer.

From the Editor

Hi Guys,

Well done to the boys who flew at the airshow. Well it's the first show I've missed and hearing and seeing the F18's practicing through the week made me wish I could be there. Maybe in two years I'll have my new hips and mobile again and back into flying. Thanks Phil for getting the belts from pivot for the flight line and to Bill Honey as I believe he was there at the right time with his tractor to unload the belt from the trailer and position it.

See you soon Deano

AIRSHOW 2007

High flyers!

Faster than the speed of sound!

Jurgis Kairys!

Chuck Yeager!

Ha! Nothing compared to the VMAA Display Team that opened the weekends display at Avalon on both Saturday and Sunday.

Nathan Notley, Chris Lee and myself were invited to be part of this flying team, and what a thrill it was to get into the air ahead of the Roulettes, and fly in front of thousands of adoring fans.

We can now claim to have flown from a real airstrip, at a fully functioning airport, under control tower supervision – what a buzz!

Congratulations to Murray Ellis as the VMAA organizer/co-ordinator of this event. A job well done, and I'll bet a lot of hours put in and a fair bit of stress as well.

And congratulations to all those involved in the static display on the oval.

A great display of models of all sizes and types generated a lot of interest from the public.

A very good promotion for our sport.

Gotta fly (autographs to sign), Phil.



Warrnambool Fly In

The **Warrnambool MAC** held their **2 day fun fly** on the 3 & 4th March, and several GMAA members went along to check it out.

Camping was allowed on site, and some of our members chose to do this.

Janice & I traveled down to Warrnambool Saturday morning, had a look around and eventually arrived at the airfield about mid afternoon.

The weather was cool & overcast, with a fair breeze. Not the best for flying, but as always some pilots were braving the elements, and putting on a good display.

I decided to leave my models in the car and just enjoy the goings on, check out the other models, and catch up with other flyer mates.

The **Ballarat RMF** boys were there with a nice fleet of planes, and also some of the **Hamilton** members.

Saturday night we adjourned to the Koroit Hotel for a well deserved feed and a couple of equally well deserved drinks before heading to the hall at the footy ground for some indoor fun.

The air was soon alive with lightweight electrics and micro helis – some found the walls a little close, & some tried to park in the rafters!

Speaking of helis, Janice & I now own two of those micro, micro jobs & are now expert heli pilots....yeah, right!

Sunday's weather improved after overnight rain, and the flying continued in earnest.

I had a few flights with my Texan. I'm really enjoying flying this model. This is the model I'll be flying in the pylon racing in Adelaide mid April, so I'm keen to fly it fairly often so as to be comfortable with it when the racing pressure is on.

Murray had his 4 engine stik creating a bit of a stir, Peter flew his stik, thrilling everybody with some very exciting touch (bounce) and gos, and Dave & Jeric flew their selection of models.

Jeric also passed his Gold Wings during Sundays flying, under Murrays watchful instruction. Well done, Jeric.

There were also some novelty events and prizes awarded, some of which Murray, Peter & I were able to bring home.

I'm still trying to work out what to do with half a propeller mounted on a lump of wood!

All in all, a good weekend away. Good fun, lots of flying off a very good airfield.

Keep this one in mind for next year, and like Jan & I did, extend your weekend and take in some of the sights of the shipwreck coast while you're away. Gotta fly, Phil.

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

**April's BBQ will be held at
Dog Rocks
Gold coin donation**

RAIN , HAIL OR SHINE

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
 C/O PO Box 5226 North Geelong 3215.
 E-mail deanjclarke@bigpond.com.au

Important

**New Postal Address for all correspondence :
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EVENT CALENDER



April 21-22
 22
 29
 29
 May 5-6
 6
 12
 13
 19-20
 19-20
 27

Pylon Racing
 Jets
 Wet & Dry Fly-In..Floatplanes
 Sportscale
 F3A Aerobatics
 Old Timer Fly In Haddon Field
 Scale Rally
 Scale Rally
 Annual MARCS Fly In
 Old Timer Fly In
 Scale Aerobatics
 Jets

Warrnambool
 Mangalore
 Latrobe Valley
 Ballarat
 Bendigo
 Ballarat
 Lilydale
 Carrum
 Boundary Rd
 Leopold
 Cobram
 Mangalore

*There are 2 things you can't use in aviation.
 The runway behind you and fuel left on the ground!*

More events can be found on the VMAA Website. www.vmaa.com.au

