



# The Geelong Flyer

NEWSLETTER February 2007



## MESSAGE FROM THE PRESIDENT

Christmas is over, I hope you all had and an enjoyable Christmas and New Year and those members on holidays, have enjoyed their break.

The Xmas function (no meeting) at Mannerim field on the Tuesday 19<sup>th</sup> December, was a great success.

It was a good social get together with about 30-35 members attending. The Xmas cake and chocolate mints did not last long, I hope no one missed out on these.

The 12 volt lighting I installed was a success. The last of the members then leaving around 10pm.

The container had arrived a few days before the function. So I moved the tractor and mower into it and tidied up the club house.

The driveways of both fields were top dressed with crushed rock. Thanks to Laurie at Dog Rocks for final spreading there.

The water tanks are all full with both rain and a tanker delivery top up.

Laurie, Peter and myself strapped down the Dog Rocks toilet tank so it could not be blown off the stand. I supplied the strapping.

Laurie cleaned the spouting, he and I fixed the spouting with self drilling screws to stop it coming out of it retaining clips.

During the break Bill Honey proposed that, he would like to use our toilet tank at Dog Rocks as an intermediary header tank for water supply to his stock. In return Bill would fill our tank with clean, clear dam water from his property. Bill assures us that the water is as clean as, that in most home rainwater tanks, and his grand children often swim in this dam and suffer no ill effects from swallowing the odd mouthful.

Members flying at Dogs Rocks during the break were canvassed and feed back to myself, no-one has objected to the proposal. Committee members have generally accepted but for the following. Sean requests signs to be displayed at the wash room basins indicating 'Dam Water Not for Drinking'.

Brian objects on the basis that we the committee could be held responsible, if someone became ill from drinking the water'.

The go ahead is given to Bill Honey by the majority of the committee.

Continuing reminder. Club rules are NO ENTRY TO FIELD ON DECLARED FIRE BAN DAYS. Please over the summer check papers, media, signs at CFA stations etc. Even the internet at [www.bom.gov.au/weather/vic](http://www.bom.gov.au/weather/vic) look for CFA or Fire reports under Victorian weather page. Over the past few weeks we have had regular closed days.

Both fields have been reasonably busy over the break and a number of new members have been signed up. I welcome you all into our club and this great hobby, and look forward to meeting you at the meeting on the field.

See you all at the meeting Tuesday 20<sup>th</sup> February and the BBQ at Dog Rocks field Saturday 24<sup>th</sup> Feb.

Until next time. Safe flying, Colin Gissing GMAA President

Next meeting, 20th February. 2007

# From the Editor

Hi Guys,

Well, another year has passed me by. Unfortunately I have not had the opportunity to go flying since the open day. I hope everyone had a great Christmas and new year with plenty of flying.

Regards Deano

## RULES OF HELICOPTER FLYING

TODAY'S AVIATION TOPIC IS: How to fly a helicopter.

Although flying a helicopter may seem very difficult, the truth is that if you can drive a car, you can, with just a few minutes of instruction, take the controls of one of these amazing machines. Of course you would immediately crash and die. This is why you need to remember:

**RULE ONE OF HELICOPTER PILOTING:** Always have somebody sitting right next to you who actually knows how to fly the helicopter and can snatch the controls away from you. Because the truth is that helicopters are nothing at all like cars. Cars work because of basic scientific principles that everybody understands, such as internal combustion and parallel parking. Whereas scientists still have no idea what holds helicopters up. "Whatever it is, it could stop at any moment," is their current feeling.

**RULE TWO OF HELICOPTER PILOTING:** Maybe you should forget the entire thing. This was what I was thinking on a recent Saturday morning as I stood outside a small airport in South Florida, where I was about to take my first helicopter lesson. This was not my idea. This was the idea of Pam Gallina-Raisstguier, who flies radio reporters over Miami during rush hour so they can alert drivers to traffic problems ("Bob, we have a three-mile backup on the interstate due to an overturned cocaine truck"). Pam is active in an international organization of women helicopter pilots called (Gloria Steinem; avert your eyes) the "Whirly Girls." She thought it would be a great idea for me to take a helicopter lesson. I began having severe doubts when I saw Pam's helicopter. This was a small helicopter. It looked like it should have a little slot where you insert quarters to make it go up and down. I knew that if we got airborne in a helicopter this size in South Florida, some of our larger tropical flying insects could very well attempt to mate with us. Also, this helicopter had no doors. As a Frequent Flyer, I know for a fact that all your leading U.S. airlines, despite being bankrupt, maintain a strict safety policy of having doors on their aircraft. "Don't we need a larger helicopter?" I asked Pam "With doors?" "Get in." said Pam. You don't defy a direct order from a Whirly Girl.. Now we're in the helicopter, and Pam is explaining the controls to me over the headset, but there's static and the engine is making a lot of noise. "your throttle (something)," she is saying. "This is your cyclic and (something) your collective." "What?" I say. "(something) give you the controls when we reach 500 feet," Pam says. "What?" I say. But Pam is not listening. She is moving a control thing and WHOOOOAAAAAAA we are shooting up in the air, and there are still no doors on this particular helicopter. Now Pam is giving me the main control thing.

**RULE THREE OF HELICOPTER PILOTING:** If anybody tries to give you the main control thing, refuse to take it. Pam says: "You don't need hardly any pressure to..." AIEEEEEEEEEEEEE "That was too much pressure," Pam says. Now I am flying the helicopter. I AM FLYING THE HELICOPTER. I am flying it by not moving a single body part, for fear of jiggling the control thing. I look like the Lincoln Memorial statue of Abraham Lincoln, only more rigid. "Make a right turn," Pam is saying. I gingerly move the control thing one zillionth of an inch to the right and helicopter LEANS OVER TOWARD MY SIDE AND THERE IS STILL NO DOOR HERE. I instantly move the thing one zillionth of an inch back. "I'm not turning right." I inform Pam. "What?" she says. "Only left turns." I tell her. When you've been flying helicopters as long as I have, you know your limits. After a while it becomes clear to Pam that if she continues to allow the Lincoln statue to pilot the helicopter, we are going to wind up flying in a straight line until we run out of fuel, possibly over Antarctica, so she takes the control thing back. That is good news. The bad news is, she's now saying something about demonstrating an "emergency procedure." "It's for when your engine dies," Pam says. "It's called 'auto-rotation'." Do you like amusement park rides?" I say: "No, I Dooooooooooooooooonnnnnnnn't"

**RULE FOUR OF HELICOPTER PILOTING:** "Auto-rotation" means "coming down out of the sky at about the same speed and aerodynamic stability as that of a forklift dropped from a bomber." Now we're close to the ground (although my stomach is still at 500 feet), and Pam is completing my training by having me hover the helicopter.

**RULE FIVE OF HELICOPTER PILOTING:** You can't hover the helicopter.

The idea is to hang over one spot on the ground. I am hovering over an area approximately the size of Australia. I am swooping around sideways and backward like a crazed bumblebee. If I were trying to rescue a person from the roof of a 100-story burning building, the person would realize that it would be safer to simply jump. At times I think I am hovering upside-down. Even Pam looks nervous. So I am very happy when we finally get back on the ground. Pam tells me I did great, and she'd be glad to take me up again. I tell her that sounds like a fun idea.

**RULE SIX OF HELICOPTER PILOTING:** Sometimes you have to lie.

Written by: David Berry

Thanks to Phil Pope for this article

### 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 :**  
**PO Box 5226 North Geelong 3215.**

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

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

**RAIN , HAIL OR SHINE**

### President

Colin Gissing 5255 2253

### Vice President

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### Secretary

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### Editor

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### Registrar

Janice Pope 5281 5138

### Safety Officer

Andrew Thomson 5258 2591

### Contest Director

Peter Sydenham 0438 504154

## EVENT CALENDER



Feb 17-18	VMAA State Champs. Scale	Shepparton
24	Scale Aerobatics	Sale
25	Leura Fun Fly	Camperdown
Mar 4	F3A Aerobatics "Tates Performance Hobbies Trophy Mannerim	
3-4	Fun Fly	Warrnambool
10-11	Vic State Champs Old Timer	Cohuna
18	Open Day	Keilor
23-25	Avalon Airshow	
30	Scale Aerobatics	Marong
April 1	Annual Flying Display	Ballarat
	F3A Aerobatics VPA Australian Masters	Shepparton
14-15	VMAA Trophy weekend	Pakenham
29	Wet & Dry Fly-In..Floatplanes	Latrobe Valley
29	Sportscale	Ballarat

*Building is easy -  
 Just glue all the pieces together,  
 then sand off everything  
 that doesn't look like an aeroplane!*

More events can be found on the VMAA Website. [www.vmaa.com.au](http://www.vmaa.com.au)

