

# GMAA Newsletter



**February 2011**



**MicroKopter XL Hexa carrying a Canon 5D Mk II**

**Next meeting 11AM, Dog Rocks, Sat 19th February, 2011**

## PRESIDENT'S REPORT

Well the GMAA is now back to a single field club after the Special General Meeting held on the 14<sup>th</sup> of December 2010. At this meeting there was overwhelming vote to split the club and return the GMAA's main field to Dog Rocks. Congratulations and all the best for the Bellarine Model Aero Club (BMAC)

All members are still welcome to fly at either field until the end of June when you will have to make a decision on which club you will want to join.

The GMAA meetings will no longer be held at the Uniting Church in East Geelong. The Committee has decided to reduce the number of meetings and hold them bi-monthly on the 3<sup>rd</sup> Saturday of the month at 11am. Monthly BBQ's will still be held after the meeting and on the 3<sup>rd</sup> Saturday

of the month when no meetings are scheduled. I have printed a calendar and put it on the notice board in the shed. It will also be published on the GMAA website. This calendar can be discussed at the next meeting on the 19<sup>th</sup> of Feb.

I would like to thank the people who have been looking after the Dog Rocks field. I know what it is like mowing the grass and turning around to see it growing again before your eyes. Alan Frost has installed the Whirly bird on top of the shipping container to assist in ventilation, and a team has installed the new flight line barriers which are looking great. Please fly from behind barriers for your own safety.

Peter Baker

## From the Editor

It's quite an honour to be asked to edit the newsletter, and a steep learning curve as well. It is a landmark moment in the club's history with the splitting of the club. I don't think any problems will arise from the split. I think the two groups will co-operate better now that any source of jealousy has been removed. I'm sure we will always welcome members from Bellarine Model Aeroplane Club (BMAC), and vice versa.

One advantage of being the editor is that I sit in on committee meetings. The management of the club is in good hands, and there are lots of ideas being thrown around. In my opinion, a general meeting every 2 months is ample. And the Dog Rocks is the perfect place to have them. There is even a possibility that lighting may be organised for evening meetings.

An item for future discussion is the club rules. It would be worth reading the rules, which are on the "about us" page on the web site.

[http://www.gmaa.org.au/about\\_us.html](http://www.gmaa.org.au/about_us.html)

If you have any ideas about changing the rules you should bring it up at a meeting or speak to a member of the committee. The rules are there to help and protect members, so members should take an interest.

On a related matter, there is no safety officer at our club, and no plans to appoint or elect one. This means that eve-

ry member is a safety officer. Another reason to read the rules. I think one rule needs altering to suit helicopters. The minimum distance away from people an aircraft can be flown is 30 metres, with no minimum from the pilot to the aircraft. I think for helicopters the minimum distance should be 9 metres or thereabouts from the pilot, and perhaps 12 metres from spectators. Then there is the case of miniature electric helis which are normally flown closer to the pilot than 9 metres. At the moment pilots make up their own rules, but as you know, when something happens, the human excrement hits the air circulation device.

Don't forget I'm new and need help. If you see anything worth including in the newsletter, let me know. A photo of action at the field, some news about a member, an interesting website, or an opinion on anything related to models or full size aircraft. I can't complain because I never contributed to the newsletter before this, but let's make the newsletter interesting and a source of information. Members will look forward to reading it, and will be more likely to contribute themselves. We're a smaller group now, so the characters are more well known, which should mean a more interesting newsletter.

[maland30@gmail.com](mailto:maland30@gmail.com)  
Mal Anderson

## Events Calendar

**Events can be found on the VMAA Website.**

[www.vmaa.com.au](http://www.vmaa.com.au)

The flying barriers at the dog Rocks were replaced recently, and photojournalist Peter Baker was there to record the event. 4 working and 4 watching, that's a pretty good ratio. And the result? Great! If you see anything happening, take a photo and email or post it to me. It's not that hard and it creates a bit of interest.



# PERSONAL PROFILE

## GLEN BLOCK

Everyone has a story to tell, so I thought I would seek a few out. People who fly model aircraft are not your average Joe. I takes patience and determination to get a model flying reliably, and probably hundreds of hours on practice to fly properly. The club is full of interesting people and here is the result of my first mission.

Glen started in the aircraft industry in 1972 working for Kraft Systems Australia, building model aircraft radio control transmitters and receivers. In those days almost everything was made in Australia. Very high tariffs made imported goods too expensive. Modellers may have had to spend 2 months wages on a radio control system. Glen built the radios. He did wiring and soldering and even soldered components on to the circuit boards. After 13 years with Kraft, Glen moved to Avalon and has been there ever since. Firstly with Government Aircraft Factory, and then in the mid 80s ASTA. He worked on the avionics of the FA-18, Pilatus PC-9s, Sikorsky helicopters, and the Orion coastal air defence planes.

Glen did more study to become an Avionics Engineer, and in 2004 moved to Forstaff Aviation at Avalon, and is still there today. He is working on the complete refurbishment of jumbos. The engines and flaps are removed, and the inside is gutted right back to a shell. This is so every load bearing component can be checked and every electrical and electronic component can be tested. Then the aircraft is assembled in 2 weeks. With people running all over it, everything has to be tested in place. All the electronic equipment, the engines, pressurisation, galley, toilets, everything that operates.

Glen repairs model aircraft transmitters. Receivers are throw away items nowadays, but a good transmitter is worth repairing. An old transmitter is often not worth the time. He also certifies 36MHz transmitters. It is a club requirement that these transmitters are re-certified every 2 years.

Glen also flies models, by the way, and appreciates the proximity of the field to Geelong and finds the club a good relaxing and social place to go. He has built many large models from scratch, and has sold most of them for a good price. All his modelling in to a very high standard, and you only have to see his models at the field to see he takes great care and pride with his models.

### Glen in the bat cave



Messerschmitt ME 109



Maule Lunar Rocket  
Scratch built.



Some more models in the hanger. Note the 2 control line models at the top and the yet to be flown Cessna 188 on the floor



#### Words To Live By For Any Aviator

1. It's better to be down here wishing you were up there than to be up there wishing you were down here.
2. An airplane will probably fly a little bit over gross, but it won't fly without fuel.
3. Speed is life, altitude is life insurance.
4. If you're ever faced with a forced landing at night, turn on your landing lights. If you don't like what you see, turn 'em off!
5. Never let an airplane take you to someplace your brain didn't get to five minutes earlier.

6. Too many pilots are found in the wreckage of an airplane with their hands around a microphone. Don't drop the aircraft in order to fly the microphone. An airplane flies because of a principle discovered by Bernoulli, not Marconi.
7. Fly it until the last piece stops moving.
8. Any attempt to stretch fuel is guaranteed to increase headwinds.
9. Keep looking around, there's always something you missed.
10. Remember, you're always a student in an airplane.
11. Any pilot who does not at least privately consider himself the best in the business is in the wrong business.
12. It is best to keep the pointed end going forward as much as possible.
13. Hovering is for pilots who love to fly, but have no place to go.
14. The only time you have too much fuel is when you are on fire.
15. A jet fighter in the air is a dual emergency because you're always low on fuel and on fire. A single engine jet in the air is a triple emergency.
16. The only thing worse than a captain who never flew as copilot is a copilot who was once a captain.
17. A terminal forecast is a horoscope with numbers.
18. Takeoffs are optional-landings are mandatory.
19. The first thing every pilot does after making a gear up landing is to put the gear handle 'down'.
20. A good landing is one which you can walk away from. A great landing is one which allows you to use the airplane again.
21. A good simulator check ride is like successful surgery on a cadaver.
22. Good judgement comes from experience. Good experience comes from someone else's bad judgement.
23. An airplane may disappoint a good pilot, but it won't surprise him.
24. Learn from the mistakes of others. You won't live long enough to make them all yourself.
25. Things which do you no good in aviation: 1. The air above you 2. The runway behind you 3. The fuel you don't have 4. Half a second in history 5. Approach plates you left in the car 6. The airspeed you don't have.
26. A smooth landing in a simulator is about as exciting as kissing your sister.
27. Three things that kill young pilots in the mountains: Weather, Weather, Weather.

### Next Meeting Saturday 19 Feb 2011

Meetings are held on the third Saturday of each month ,

Venue :

Dog Rocks Flying Field  
Dog Rocks Road, Batesford.

11.00 AM with a bbq at 12.00 midday.

### Correspondence

#### Secretary

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#### Editor

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**Don't forget the monthly  
BBQ on the  
Saturday, immediately  
after each club meeting .**

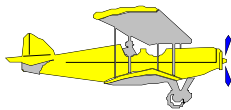
**RAIN , HAIL OR  
SHINE**

### GMAA 2010-11 Committee

**President:** Peter Baker  
**Vice Pres:** David MacFarlane  
**Secretary:** Alex Mishura  
**Treasurer:** Don Forbes  
**News Editor:** Mal Anderson  
**Registrar:** Phil Pope  
**Contest Dir:** Jay Everett  
**Member:** Felix Agius  
**Member:** Laurie Plowright  
**Safety Officer:** All club members

### Newsletter Contributions Always Welcome

DEADLINE SECOND SATURDAY OF  
EACH MONTH  
SEND TO THE EDITOR  
Mal Anderson  
10 Queens Road,  
Newtown, 3220  
Or E-mail to maland30@gmail.com



### Our Flying Fields



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