

ISSUE 7

JANUARY/FEBRUARY 2021

"Like a high school
newspaper... but
way cooler and all
about helicopters"

THE ROTOR



THE NEWSLETTER OF
GREAT LAKES HELICOPTER AND
ROTOR SERVICES

INSIDE

Great Lakes Flying Saucers?

What could have been...

Machine of the Month

LOVE ISN'T THE ONLY THING IN THE AIR AT GREAT LAKES HELICOPTERS



Happy
Valentine's
Day

A UNIQUE
*Valentine's
Gift*

**FLY 'n'
DINE**



BOOK NOW, FLY LATER

Receive a FREE box of chocolates
to give with gift of flight!

Flight date can be booked to accommodate your schedule.



**Great Lakes
Helicopter**

519-650-GLHC (4542)
info@glheli.ca | www.glheli.ca



Jan. & Feb. 2021

GREAT NEWS FROM GREAT LAKES

The scoop from
around the school.

Monthly Newsletter

WINTER COURSE

The annual GLH Winter Course is a valuable learning resource for the students of GLH and gives students real world experience in the bitter cold of winter helicopter operations.

The COVID pandemic has put a big freeze on the 2021 winter course which usually takes place in February of each year.

The 2021 winter course will proceed March 8th-12th with considerations having been made to provide students with an opportunity to attend this

learning excursion in a safe and enjoyable setting. The course will be held at Elk Lake Eco Lodge.



If you would like to sign up please respond via email to dwayne@GLHeli.ca or sign up on the sheet posted on the bulletin board in the school..



COLD SOAKING

Success doesn't wait for warm weather. Neither do these students!

CONGRATULATIONS

on your first
SOLO

JAMES STORING

&

BAILEY GACKSTETTER





JAMES STORING
SOLO





FLIGHT TESTED

**A HUGE CONGRATULATIONS FROM EVERYONE AT
GREAT LAKES HELICOPTERS ON THE SUCCESSFUL
COMPLETION OF YOUR FLIGHT TEST**

**GARRET
HAYWARD**

**ELLIOTT
PETERSON**

**PETER
SUN**

**HAYDEN
LEKX**

**WE ALL WISH YOU CONTINUED SUCCESS AND A LONG
CAREER AS COMMERCIAL HELICOPTER PILOTS!**

DWAYNE'S NOTAM

*by Dwayne Henderson
Great Lakes Helicopters General Manager*



The dead of winter, COVID still reaping havoc on society and no end in site. Well, it's not that bad.... I look at it as winter is finally here. Unfortunately we cannot enjoy the ski slopes, but hiking, snowshoeing, and a day on the snowmobile are alive and well. Loose announcements by the government that restrictions will slowly start to be lifted give me hope.

The school is busy, and our charter work is steady. Year end for the company was at the end of January, and despite COVID's effort to kill small business, we have persevered. As a matter of fact, due to the efforts of the GLH and RSL staff, COVID didn't even have a negative impact financially. It certainly gave us pause as to what the future holds, but in the end, it has made us stronger. We have had to adjust to the "new normal", creating new revenue streams, and evaluating our day-to-day processes.

So with March just over the horizon, and spring weather to follow, I'm excited for the business. We will build on the efficiencies that have been adopted due to COVID, and pursue the opportunities our industry has to offer.

-Dwayne



GQHA



DRAWING ONLOOKERS AT CYKF



TOP SECRET

THE MACHINE OF
THE MONTH
Avro Canada VZ-9
Avrocar



Like something out of a bad sci-fi novel, the Avrocar really was a real life flying saucer. Designed by AvroCanada in the late 1950's, the VZ-9 was the culmination of many concepts and aircraft designs being experimented with during that time. Demand for reliable VTOL aircraft was high in that era with the U.S. military looking for a vehicle to fill the role of a "flying jeep"

Hopes were high for the Avrocar and preliminary testing proved the design concept was feasible.

Expected to achieve 225 knots, a 10,000ft. ceiling, a range of 130 miles with 1000lb. payload and the ability to hover out of ground effect with 2428 lb. payload. The military brass were impressed with the concept with one General quipping that the Huey would be the last helicopter the army ever bought once the Avrocar replaced it.

With millions of dollars in funding, improving preliminary results and growing support, the Avrocar seemed like the aircraft of the future.... so what happened?



An aircraft based on a central ducted fan and intending to make use of the Coanda effect, the Avrocar was in a class all its own.

Three turbojet engines housed in a "frisbee" like design around a 124 blade turbofan at center. With a diameter of 18ft., the Avrocar was crewed by 2 crewmembers each with their own cockpit on opposite sides of the turbofan. The fan, while providing vertical thrust for lift, doubled as a gyroscope to provide stability. At least in theory..

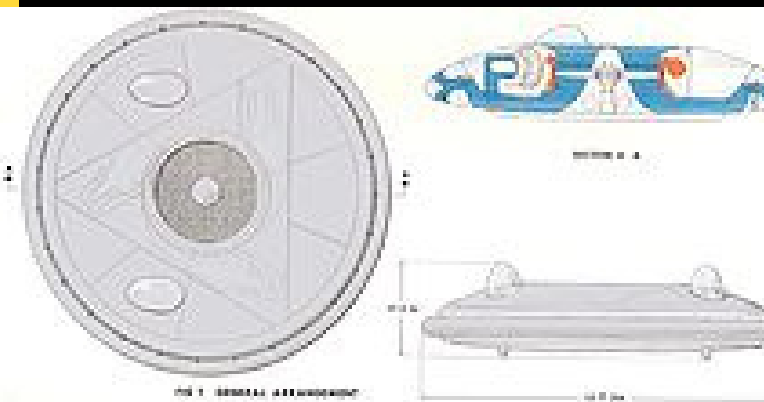
An inherently unstable design with poor control in forward flight, the Avrocar didn't live up to the hype. In reality, the 3ft. service ceiling was just shy of the anticipated 3000ft. ceiling that had been expected...



The fate of the Avrocar may be easy to predict if you are familiar with the history of its' developer, Avro Canada...

"Black Friday", 20 February 1959; The Canadian government cancels the Avro CF-105 Arrow program. Avro Canada is devastated. The company suffers mass layoffs and must scramble to reshuffle ongoing projects and funding.

The project was cancelled in 1961. Millions of dollars and thousands of manhours went into the project yet unfortunately no flying saucers are flying our skies today... or are there?



**A GREAT PILOT FLIES WITH THEIR HEAD
AND NOT JUST THEIR HANDS AND FEET**

YOU, ME AND T.C.

**T.C. Exam Study Resource by
Jason Donaldson**

Ice, Ice Maybe?

ICING



MDT ICG

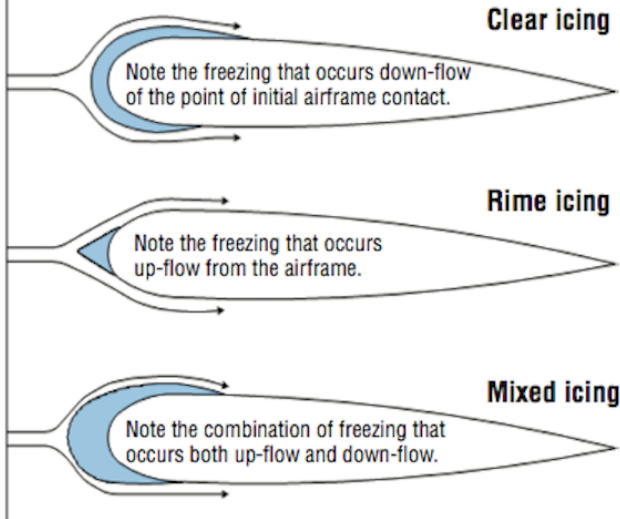


SEV ICG

ICING
SYMBOLS
FOUND ON A
GFA

"No person shall conduct or attempt to conduct a take-off in an aircraft that has frost, ice or snow adhering to any of its critical surfaces"
CARS 602.11

Ice types



ICING CREATES HUGE DANGERS TO AVIATION SAFETY ESPECIALLY IN OUR COOL CANADIAN CLIMATE. ICING IS A TOPIC T.C. LOVES TO GO AFTER DUE TO THIS. FAMILIARIZE YOURSELF THOROUGHLY WITH THE CONDITIONS, TYPES AND EFFECTS OF ICING!



ICE THE SIZE OF
A MEDIUM GRIT
SANDPAPER WILL:
DECREASE LIFT
BY 30%
INCREASE DRAG
BY 40%

"AN INFORMED
PILOT IS A SAFE
PILOT"

SAFETY

TIPS, TRICKS AND UPDATES FOR
HELICOPTER PILOTS

Winter Blues

Winter can present many challenges and dangers to pilots. Some are very apparent and yet others not so much. Being prepared to operate in cold weather conditions can alleviate many of these obstacles to safety.

Are you dressed appropriately to conduct a thorough D.I. on an aircraft parked outside or will you miss something crucial as you rush to get back into the warmth of the hangar? Are you prepared to sit and wait in subzero temperatures if you are forced to land out in the field? Are you rushing your start-up checks in the hopes of getting some cabin heat going?

A pilot must be able to anticipate all the needs in order to complete the flight safely and those considerations should begin with needs of the pilot first. Dress for the weather.

Nip Jack Frost in the bud before he nips you.



OPERATION ROCK WALLABY

In early 2020, wildfires ripped across the wilderness of Australia's New South Wales.

The bushfires devastated the Australian state and threatened many of it's residents, both human and otherwise.

Home to a rich, biologically diverse ecosystem, not only humans suffered but many animals were killed or displaced from their homes aswell.

The government of New South Wales turned to the noble helicopter and employed skilled pilots to help alleviate the suffering.



Thousands upon thousands of carrots and sweet potatoes rained from National Parks and Wildlife Service helicopters. Operation Rock Wallaby was underway.

Delivering essential food to support the decimated rock wallaby populations in the areas affected by fire was part of a major effort to save wildlife who were left without resources by the disaster.

A tragic loss of human and animal life and a country fighting to quell further damage.

**The helicopter was instrumental in providing support not only during fire fighting operations but also in the post-fire environment able to access expanses of remote Australian bush.
The world needs wallabies, the world needs helicopters.**



**GREAT
LAKES
WANTS TO HEAR
FROM
YOU!**

**THE ROTOR IS ALWAYS LOOKING FOR INPUT FROM OUR READERS
AND COMMUNITY!**

HAVE A COMMENT? SNAPPED A GREAT PIC? HAVE A QUESTION?

**IF YOU HAVE ANYTHING YOU'D LIKE TO SHARE, WE'D LOVE TO
HEAR FROM YOU AT**

THE ROTOR@GLHELI.CA



F e b .

PICTURE OF THE MONTH

2 0 2 1

capturing the essence of flight in an image



Photo by: Garrett Hayward

*"When everything seems to be going against you,
remember that the airplane takes off against the wind,
not with it"*

- Henry Ford