

FLY ABOUT



**OFFICIAL ORGAN OF THE NORTHAM AERO CLUB (INC)
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FROM THE PRESIDENT SEPTEMBER 2009

Committee Meeting

The NAC Emergency Plan is nearing completion. Once finalised, it will be submitted to Council for inclusion as part of an overall, regional, strategic emergency management plan. Thanks to Gren Putland, Claude and Denis for their time and effort in putting this together. It is a very comprehensive document which incorporates details regarding access, resources and infrastructure pertaining to the airfield that will be invaluable in the event of an emergency.

A new windsock is being arranged for the airfield, but will be fitted at a time of the Club's choosing. That is, when the older one has actually worn out, (it's still serviceable). There was some discussion about whether we actually need two windsocks at the field. Mowing of the current unruly grass situation at the airfield is also being sorted.

Denis is investigating the possibility of fitting PGL with a second VHF radio. Given our relative proximity to Class 'C', multicom and skydiving operations, (in addition to our own CTAF), a second radio is becoming more of an essential than a luxury. More details soon, including *consideration* of a GPS for our club aircraft.

Club Competition

Was held on the 13th of this month. A fabulous day was had by all. Phil Butherway, our Grade 1 instructor, was in attendance as air-judge, to lend some professionalism to the antics. Somehow, I must have managed to distract him, and therefore edged out Errol to take the flag. I was not to escape completely unscathed though as Preston, our rear seat passenger, had some post comp tips and advice for me. It was great to see a good turnout for the pre and post competition sausage sizzle; bouquets to the chef(s) and organisers. Thank you to Chrissie, Ryan, Lila, Debra and Preston for coming along. It was also great to see Les get back in the saddle and take PGL for a spin (not literally!!). Everyone had a ball, and I thoroughly recommend your attendance at the next comp in October. I'm hoping to avoid having to buy the drinks next time!!!

AFITS

Is apparently due to 'kick-start' operations proper in 2010 now, with talk about town of someone taking over Muresk to house the prospective students. Did someone say Melleril? We wait, we see.....

CUNDERDIN FLY-IN

Our colleagues at Cunderdin have scheduled a fly-in, and I'm planning to include a contingent from Northam. All welcome.

See Flyer on a following page of the Mag.

Well folks, that's all from me for now!

Tailwinds always, except on landing...

Simon Cooper

CLUB CAPTAINS REPORT 13/09/09

September's Comp held 13th Sept was a surprise 'Forced Landing' at Claude's International Airstrip on another perfect day. The Comp just happened to coincide with rockets being set off at Claude's Strip.

Maintaining our altitude within the 50ft +/- was also taken into account.

Simon won the comp, Errol 2nd, Ian Berry 3rd, Ray 4th and Les Ballantyne 5th.

It was great to have Les fly which was made possible because our Flight Instructor Phil Butherway was judging. Many thanks Phil. Phil is prepared to put time into these competitions, so if anyone is considering coming down, please do so as you are more than welcome.

The Barbie, which was intended to follow the comp, started early thanks to Les and continued through till the end of the comp.

We had a great turn out for the old chin wag, some tasty snags and generally a good time. Thanks to all concerned.

One idea that surfaced after comp drinks, was to hold a GPS or Flight Plan Briefing.

If we could get enough numbers we can organise Tail Wheel endorsements or even Formation Flying.

These suggestions need feed back from you, our members, so keep reading the Flyabout

A Speedy "Get Well" to Robyn, we do miss you and anyone else not well.

Remember "Fly A Friend". Numbers are increasing.

Next Comp 11/10/09 at 900hrs. Barbie probably same time!!

Cheers, Errol.

HOT AIR BALLOON REPORT

I'm happy to report that the Hot Air Balloon get together was a smashing success, with some of the long serving WABAC members showing up that haven't been seen around ballooning for awhile the likes of George Day, Adrian Clements, Barry & Silvia Bristow-Stagg just to mention a few. Great to see and talk to you all.

A few tasks were set for those who could get their hands on a balloon for the morning, with Andrew Clements showing us all up on every task. Well done Andrew. (Second place still undecided with a marker landing on the roof !!)

It was also fantastic to see both of the Sultan balloons inflated next to each other. They haven't seen the light of day for awhile, so it was great to have the weather pleasant enough to have them on tether for quite some time.

Soon we may see more of the 'ol girls, Jamais, Rainbow Lady or maybe even an Airship?

A big thanks to Donna for organising the day. May there be many more to come.

On the lighter side - A few minor items still under discussion; Just how does that bus bog itself Matt? & No, Ryan there is no dirt in the fuel of the inflating fan. It's just needs the fuel switch turned on !!

We are also not mentioning the missing Mobile found at last, in the long grass after the last balloon get together, are we Mother !!

Lucky, I think, that the Cartonage Policy is still in the compilation stage.

See you in the air or at the bar,

Ryan

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OUTBACK AIR RACE – HEADWINDS ALL THE WAY!

By Tony Rees

This year's Outback Air Race, which raised \$200,000 for the Royal Flying Doctor Service, was a real marathon for Northam's Mooney contingent, Frank Kotai and myself. While the event started in Broome and ended in Airlie Beach, Queensland, for us it involved a virtual circumnavigation of the continent – and, as luck would have it, the winds were against us all the way.

It was, however, a lot of fun, and I discovered a fascinating piece of Northam Aero Club history along the way. One of the key events in the OAR, which started in 1996 and is run every couple of years, is Bush Poets' Night. Crews write and/or recite poetry which reflects the Australian outback and compete for a prize donated by the Nicholson family – this year a handsome, leather-bound and gold-embossed collection of Banjo Paterson poetry.

On hand to judge the competition, and present the prize, were Geoff and Peter, two members of the Nicholson family whose late father helped to organise the first OAR and founded the poetry night. And – would you believe – the Nicholsons not only came from Northam, but Geoff's and Peter's father, Keith, was the founding president of our club! Now some of you older members may know about this, but it came as a complete surprise to me, and I was delighted to learn of the link between NAC and the Outback Air Race, which has raised nearly \$1.2 million since its inception for the RFDS.

Of additional interest to members, Peter had a brilliant career in the RAAF, flying Mirages and Hornets, and retired as an Air Vice Marshal. He was the founding commanding officer of Tindal, where we all landed for our sojourn at Katherine. Not bad for a kid from Northam, eh?

We left Northam on Sunday, August 23, and spent the night at Coral Bay with another crew before joining 21 other competitors in Broome for the start on Wednesday, September 26. Entrants came from as far afield as New Zealand, Tasmania, Victoria, New South Wales, Queensland and various parts of WA. We toasted the event on race eve with a "Going Troppo" party on the front lawn of the Mangrove Hotel overlooking Roebuck Bay.

On Wednesday morning, surprisingly bright-eyed and bushy-tailed, 60 pilots and crew gathered at Broome International Airport for an Aboriginal Welcome to Country before the first plane took off about 10 am. A steady stream followed, heading for El Questro Station and Emma Gorge, after last-minute interviews with the ABC, WIN and GWN.

EMMA GORGE

Gorgeous doesn't do it justice. Crews were billeted in wonderful eco-tents complete with en-suite, and took the opportunity to trek up the gorge for a swim under a waterfall cascading hundreds of feet down from the Cockburn Range.

Competitors waited anxiously as scorer Peter Peebles downloaded GPS information to decide leg places and a great cheer went up when Team Isis was declared the day's winner. This young crew – commercial pilots Peter and Rebekah Mayer, aided by Bek's dad Ron – managed to outpoint Team Kiwi, winners of the 2006 Outback Air Race, previously thought to be invincible. Aircraft took off next morning, Thursday, August 27, at a leisurely pace for fuel at Kununurra before heading off on the second leg to Katherine, over the border and an hour-and-a-half later, in the Northern Territory.

KATHERINE

After a fairly hot and bumpy trip we all prepared for our first group encounter with controlled airspace at Tindal Air Force base. However, most of us got there too late to enjoy the experience because the air force took their bat and went home, leaving us to sort ourselves out using CTAF(R) procedures.

Everyone was pretty happy to swill down that first beer when our bus delivered us to the Katherine Motel. Our hosts, Mark and Fiona, gave us a marvellous welcome and arranged a blowout fundraiser: two female and two male “strippers” wearing vast amounts of clothing to be auctioned, layer by layer! They also invited a brilliant stock auctioneer called Darryl to conduct proceedings, flogging off each bit of clothing the girls and boys removed. Only down to jocks, bras and panties, mind, though the bidding got very spirited when the girls were in their skimpiers.

The local press ran a story about this event headlined “Katherine takes off for the RFDS”! Darryl also auctioned off a great line-up of booze and stuff donated by local businesses and we ended up making more than \$3,200 for the Flying Doctor. How's that for outback generosity? Thanks, Katherine!

Next morning, August 28, most of us took a boat tour of Katherine Gorge. What a great experience! Our Aboriginal guide had a wicked sense of humour and great knowledge of the history and culture of the Nitmiluk National Park, through which the Katherine River runs. We visited three gorges and saw indigenous art painted thousands of years ago. The grandeur and beauty of the place made a great impression on us all. So did the coolness of the water when we finished off with a swim – and not a crocodile in sight.

The leg winners for Emma Gorge to Katherine were – drum roll – Team Kiwi – who by now seemed set to replicate their 2006 winning performance in their Mooney Ovation.

TENNANT CREEK

The temperature was already well into the 30s when the field set off from Tindal on Saturday, August 29, for the relatively short leg to Tennant Creek, on the edge of the Tanami Desert.

Several of us took race director Trevor Jones's advice to stop for lunch along the way. Some went to Mataranka for a dip in the springs; your scribe chose Daly Waters, which turned out to be a source of much aviation history. It was, I was amazed to learn, the first international airport in Australia! Apparently back in the 1920s it was the clearance point for flights to Europe and elsewhere. It was quite

a place in those days, and grew even bigger in World War Two when it became a RAAF base. When MIP landed on the two-kilometre strip it was interesting to reflect that Wirraways and B17s operated from that same tarmac more than 60 years earlier.

Today the airport is well preserved and the owner of the Daly Waters pub, a unique outback experience for hordes of foreign backpackers, makes sure it is kept in good condition. The old photographs in the hangar make this dot on the Stuart Highway a fascinating stopover for aviation buffs.

The heat of the day had nothing on the warmth of the welcome we were given at Tennant Creek, where the Barkly Shire CEO, Jeff Sowiak, and his wife, Jeanette, had organised the local Lions and Rotary clubs to ferry us into our motel. They had also set up a great dinner and fundraiser at the Memorial Club, which is the social centre of Tennant and a terrific watering hole. Jeff and company sold thousands of raffle tickets for a huge variety of stuff donated by local businesses in the three weeks preceding our arrival, raising more than \$2500 for the Doctor – an amazing performance for a town of just 2000 souls. Good on you, Jeff and everyone in Tennant – a town whose heart still reflects the precious metal mined there in Australia's last gold rush.

The leg winners were two race "first-timers", Bruce Rowley and Gary Edwards of team Full Moon Fever, in a Maule.

SWEERS ISLAND

From Tennant the field headed north and east for Sweers Island, a tiny speck in the Gulf of Carpentaria which probably has more European history per square metre than anywhere in remote Australia. We landed into a stiff breeze at Sweers after the long haul from Tindal, made even longer by the headwinds we had faced for most of the race so far. The Gulf coastline is always pretty spectacular and it was great to reach for the lifejackets for the few miles across to Sweers. Some of us were billeted in cabins; the rest took to tents.

Two Eastern States entrants, Alan Blake and Glen Grams, have been regular visitors for years, indulging their passion for fishing in the rich waters of the Gulf, and acted as marshals (and approach controllers!!) to squeeze our 22 aircraft – including three twins – into the strip's small parking area.

Tex and Lyn, who own the lease on the southern part of the island and have lived there for 22 years, made us royally welcome with a slap-up dinner and plenty of cold beer etc. Tex is something of a local historian and took us on a tour of the island the next morning, explaining Sweers's connection to Europe and other parts of the world since Dutch explorer Abel Tasman landed there. Matthew Flinders called there in 1802 on his circumnavigation to map *terra australis*. The island played home to the mainland town of Burketown at one stage when malaria drove the population to seek shelter elsewhere after half of them died. Graves and memorials mark many of these early happenings.

The wind put paid to most of our fishing plans, but some fliers were able to get out when the breeze dropped in the afternoon and catch some of the coral trout and sweetlip for which the area is renowned.

Entrants took part in the World's Wackiest Horse Race on the second day at Sweers. Various pilots and crew with some very dodgy form were auctioned off as horses, and bets were laid as the starters awaited the signal. The meeting was about as straight as a one-legged glockenspiel, but a good time was had by all and we raised several hundred dollars for the RFDS.

The previous leg winners, Bruce Rowley and Gary Edwards, were asked to come forward and hand over the leg to the next leg winners – who were duly announced as themselves.

COOKTOWN

A swag of aircraft headed for Karumba or Burketown on Tuesday to get some fuel for planes and crew. It was a murky day with lots of smoke, but no cloud. And, of course, headwinds! It was great to see the mighty Pacific ahead, after the trip across Cape York Peninsula, as we descended into Cooktown, where the locals had arranged a full program. On Tuesday night our Charity King and Queen – the crew who raised the most for the Flying Doctor – were crowned. Well done Peter and Janelle DuBois and the ugly sister, Peter Peebles. Chris and Kathy Littlemore, the charity winners from the 2006 race, came up from Balranald, in western NSW, to hand over the crown.

On Wednesday many of us went on an interesting and challenging tour of Aboriginal art sites conducted by Willie, an indigenous educator and font of much wisdom. A fascinating glimpse of the depth and breadth of Aboriginal culture. The evening gave way to less cerebral pursuits: a Trivia Night at the Bowls Club. Great night and great questions, and more dosh for the RFDS.

The leg winner for Leg 5 from Sweers to Cooktown was Team Isis – for the second time this race. Well done that team – it was good to see our taxpayer-funded military flying training previously provided to Bek and Peter hadn't gone to waste!

UNDARA

Scene of a series of 140-million-year-old lava tubes, this unusual destination provides just about everything you need at a watering hole, with very friendly staff and well-informed guides who showed us through the tunnels and explained their significance. Racers kicked over the traces that night at the Red Faces performance, where good taste was thrown to the winds. Racers' acts had everyone in stitches.

The next night saw the staging of Bush Poets, which attracted some wonderful entries ranging from the sublime to the ridiculous. Frank performed a creditable rendition of an Australian romantic poem, but didn't end up with the book, which went to Lance Collins, a member of the Rats team, whose original poem was considered a top-class reflection of the contest's ideals.

Leg winners for Leg 6 were The Rats: Stu Norman, Chris Waldie and Lance Collins.

AIRLIE BEACH

The finish! The flight from Undara, via Charters Towers to keep us away from Townsville Airspace, was conducted under clear skies. The approach to Shute Harbour airport was a bit of an eye-opener to first-timers. It's in a very narrow gap between hills and there were some interesting landings. Shute Harbour is about as good as it gets for private pilots. Great place.

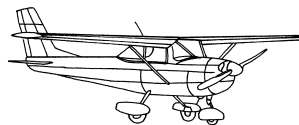
Our evening end-of-race party was a cracker, at Capers Restaurant in downtown Airlie Beach. The leg winner for leg 7 was Team U2 Yahoo: Gina Noblett and Neil Maxfield in Gina's Mooney M20J.

Team Isis, driving a Cessna 177RG, were declared outright race winners. Second were U2Yahoo: Gina Noblett and Neil Maxfield. Third place went to the 2006 race winners, Team Kiwi: Rob Mackley, Huib Volker and Paula Jackson, in a Mooney Ovation.

Needless to say, we came nowhere, but had a good time achieving this result. We made our way low-level down the east coast to the Hunter Valley, in NSW, visiting various friends and offspring along the way. Frank chose to stay an extra day in Sydney, so I flew the Mooney back with a mutual friend, Brian Witt, whom Frank had invited to accompany us on the east-west leg. Again, headwinds – up to 50 knots. But we had a pleasant time – and magnificent oysters in Ceduna – before arriving back in Northam on Saturday, September 12.

<http://gallery.me.com/washmeg#gallery>

**NAC welcomes new members:
Les Milhinch and Mark Sheppard**



**We hope you will enjoy the flying and
social activities at the Club**

FOR SALE

Cessna 172R, near new (purchased June 2005). v modern GPS integrated with auto-pilot, s/n 17281195, always hangared and just had fresh 100 hourly.

For enquiries/photos contact Dave Macpherson 0417 952139
or dave.pilbaraem1@bigpond.com

NORTHAM AERO CLUB PILOTS CHALLENGE 2009/10

Entries on the proforma in Flyabout to Denis Beresford .
 48 Burgyne St Northam 6401.
 0408747182

RULES

1. Only one challenge can be claimed per flight
2. Must be completed between Club Presentation dinners.
Final claims to be in one week prior to dinner.
3. A proforma must be submitted to claim a challenge. Claims are based on an honor system but may be supported by a witness
4. Pilots may 'pick the brains' of experienced pilots during planning, but it is essentially a personal challenge.
5. Highest score wins, 'the judges decision is final'
6. A flight is defined as a take off to a landing, therefore a return leg may be considered to be another flight for challenge purposes.

- | | |
|---|--------|
| 1. Make a flight to Jandacott, with a full stop landing. | 10 pts |
| 2. Make a cross country flight, of two hours or more, non stop | 15 pts |
| 3. Climb to a minimum of 8500 ft and maintain for at least 1 hour | 10 pts |
| 4. Make a legal flight into Class C controlled airspace. | 15 pts |
| 5. Gain any new endorsement or rating | 20 pts |
| 6. Pass a right hand seat check flight with one of our insructors | 15 pts |
| 7. Make an outlanding at a safe unlicenced airstrip at least 100 nm from Northam. | 10 pts |
| 8. Fly coastal Lancelin to Rockingham | 15 pts |
| 9. Fly to Rottnest. Or do the return leg | 15 pts |

-----✂-----

CLUB PILOTS CHALLENGE CLAIM FORM

NAME	ARN
CHALLENGE	
DATE COMPLETED	
REMARKS	
I CERTIFY THIS CLAIM TO BE CORRECT	
	SIGNED
WITNESS (OPTIONAL)	
	SIGNED

Errol's Club Calendar 2009

	August	September	October	November	December
1	Bar - CROFTY			Bar - CLAUDE	
2	Bar - CROFTY				
3			Bar - STEVE		
4			Bar - STEVE		
5		Bar - NIGEL			Bar - STEVE
6		Bar - NIGEL			Bar - STEVE
7				Bar - SIMON	
8	Bar - LES			Bar - SIMON	
9	Bar - LES		ROYAL'S Fly for Fun Day 6		
10			Bar - LES		
11		CUNDERDIN FLY-IN	Bar - LES		
12		Bar - SIMON			Bar - LES
13		NAC COMP 9am Bar - SIMON			Bar - LES
14		NAC Meeting 7pm		Bar - NIGEL	
15	Bar - SIMON			Bar - NIGEL	
16	Bar - SIMON				
17			Bar - MATT		
18			Bar - MATT		
19		Bar - CROFTY			Bar - MATT YPJT Competition
20		Bar - CROFTY			Bar - MATT
21				Bar - CROFTY	
22	Bar - JOY ROYAL'S 80th Wings Dinner			Bar - CROFTY	
23	Bar - JOY				
24			Bar - JOY		
25			Bar - JOY		CHRISTMAS DAY
26		YPJT Competition Bar - RYAN			CLOSED
27		Bar - RYAN			CLOSED
28				Bar - RYAN	
29	Bar - CLAUDE YPJT Competition			Bar - RYAN	
30	Bar - CLAUDE				
31			Bar - CLAUDE YPJT Competition		



CUNDERDIN

Home of the Air Show

FLY-IN

Saturday & Sunday 10th 11th October

Pilots and Partners are invited to fly in and enjoy a weekend of hospitality and share some memories of past Air shows. Sponsored by Cunderdin Shire, Cunderdin Business Assoc. and Gliding Club of W.A.

Saturday: Arrive at the Cunderdin airfield any time after **12 noon Saturday**. Check out the gliding and some of the latest gliders in WA.

Glider Flights available \$125. Stay and enjoy a complimentary BBQ and drinks on Saturday night.

Sunday: Your hosts will provide a Country Bacon Bonza Breakfast with real meat supplied by the best Butcher in WA. Fly home at your leisure.

Weekend Bus tours will be available to check out the Famous Ettamogah Pub and Cunderdin's Million \$ Museum.

Girls tour to the local Scrap booking shop "Scrappy Kapers" and Pitt Stop Diner for coffee and cake.

Accommodation:

40 single beds available at Ag College (\$10 per head) BYO bedding.

Camping sites at the airfield:

Limited powered campsites available (\$10 per site).
Unlimited un powered campsites for free.

Email Rod Carter to secure your campsite or book Ag School accommodation.

Email: rodcartr@avon.net.au Ph 0896 417045

We would love to see you all there.

NEXT CLUB COMPETITION

11th October at 9am

NEXT CLUB MEETING

12th October at 7pm

BAR ROSTER

Opening hours
Saturday 5pm – 7pm
Sunday 5pm – 7pm

September		
5th - 6th	-	Nigel
12th - 13th	-	Simon
19th - 20th	-	Crofty
26th - 27th	-	Ryan

October		
3rd - 4th	-	Steve
10th - 11th	-	Les
17th - 18th	-	Matt
24th - 25th	-	Joy
31st	-	Claude

Well! Sometimes one just has to do it!!!

**Please make arrangements to swap
with someone if you are not available
on your rostered day(s)**

FOR MORE INFORMATION
THE AERO CLUB CONTACTS ARE ;

08 9622 3248
0429 202 597

PO BOX 247
NORTHAM WA 6401

DON'T YOU WISH YOU'D SAID THAT?

More *truisms* and *clichés* from cyberspace. Thanks to TONY REES' research.

If flying were the language of man, soaring would be its poetry.

You only need a glass ship to make up for the wooden pilot.

Any attempt to stretch fuel is guaranteed to increase headwinds.

Any comment about how well things are going is an absolute guarantee of trouble.

A terminal forecast is a horoscope with numbers.

A thunderstorm is never as bad on the inside as it appears on the outside. It's worse.

Below 20, boys are too rash for flying; above 25, they are too prudent.

I give that landing a 9 . . . on the Richter scale.

I hate to wake up and find my co-pilot asleep.

Everything is accomplished through teamwork until something goes wrong, then the pilot gets all the blame.

In a world in which we are all slaves to the laws of gravity, I'm proud to be counted as one of them freedom fighters. Skydive!

Let's make a 360 and get the hell out of here!?!

One who flies with fear encourages fate.

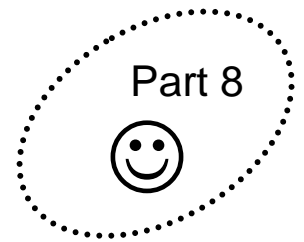
It's easy to make a small fortune in aviation. You start with a large fortune.

If it doesn't work, rename it; if that doesn't help, the new name isn't long enough.

Pilots are just plane people with a special air about them.

There I was at forty thousand feet when the autopilot jumped out with the only parachute on board and left me with nothing but a silk worm and a sewing kit.

There I was at 15,000 feet with nothing on the clock but the maker's name – and that was on the back and peeling.



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