

FLY ABOUT



OFFICIAL ORGAN OF THE NORTHAM AERO CLUB (INC)
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From the President :

I am back from an excellent trip to South Africa, attending the fifth international meeting of the Earthrounders, an informal group of pilots who have flown around the World in a light aircraft. Great meeting, catching up with old friends and making new ones. Our next meeting will be in Brazil in 2010. After the meeting I took a "shortcut" via Victoria Falls, something to see while in South Africa. Heart breaking to see all that water going to waste in the Indian Ocean. I had some emotions as my suitcase (with laptop, cameras and lots of material for the next meeting) went AWOL in Johannesburg. After a thorough search in the terminal, I finally found the cemetery of abandoned, lost and unwanted cases, some hundreds of them. It took me a fair bit of convincing to get hold of mine and a ream of paperwork in triplicate (with carbon paper) to finally be reunited with it. I did check if nothing had been removed or added to it like small bags of white powder...It had not been opened. Lesson learned: laptop and cameras next time in the cabin baggage.

International Flight Instructors School: As we can see, some progress there, with two transportable school buildings and shade cloth aircraft shelters are in place. Their operations should start soon. It might be in our interest to have several flying instructors located at the field.

Change of status of the airfield: At the last Committee meeting, Mr. Max Williams, on behalf of the Shire, explained the changes proposed to the status of the Airfield when the Shire will take the role of lessor. The proposed date for the surrender of the Master Lease and consequently all other Sub-leases has been fixed on July 1st. After that date new leases will be drawn directly by the Shire. A meeting of all lessees will be organised shortly to further explain the changes. In the meantime, please contact self or the Secretary for information.

Infrastructure work: Different story here, as very little has been achieved since my last report here. The underground power supply was to be started in March but March is almost gone and nothing happened... Hopefully this is only a minor delay and work on the second taxiway should follow soon. One must live in hope...

Topfun RAA school: The Committee has been approached by the Topfun RAA school toward operating at the Airfield.

PGL refurbished: Our Cessna 172 VH-PGL is back in the air with a bright new coat of paint. Hopefully users will pride themselves of keeping it (her) clean...I would like to thank the Committee persons who coordinate the operation and also NAS and their Staff for such a good job, especially at the low price quoted.

Driving on the Taxiway Alpha: That is if this is the name of our one and only taxiway. Thanks to Matt for redirecting loads of unwanted dirt to block the end of the taxiway, prompting users to drive on the road. Tongue in cheek, rumours are the villains driving there were the boys in blue and some furies...

Now that Easter and other disturbances are behind us, I hope we are going to be back in the 'normal' club routine with Flying Competitions, Social Events, Fly-outs and the FlyAbout coming on time. On this subject, contributions are more than welcome and nothing would please more the Editor than a few pages of stories, true or not, aviation related or not....

Winter is not that far and it is time to rethink and remember winter flying idiosyncrasies...like carbi heat on a moist day...

Wishing you all, fair winds and blue skies,

Claude Meunier
96 225 574
0417 816 168



*Thank you to all those members who have paid their membership -
This is much appreciated.*

*If you have forgotten, please send it as soon as possible in the stamped
addressed envelope that was provided or transfer it into our bank account?*

*If you are not continuing your membership with NAC
would you also advise me of this.*

Joy Flegeltaub
(Honorary Treasurer)

Club Captain's Report

The club competition for April was held on Sunday 13th. And what a magnificent day for flying it was! Something a little different this time (as promised) with a competition seeing who could travel the furthest over a 1000' glide descent. Denis Beresford acted as air judge and used his GPS to measure the distance covered.

Extra points were awarded for airmanship (radio calls, correct climb and approach speeds, maintain rwy heading, correct circuit heights, checklists etc.)

There were five competitors in all (the Faithful Five!) – Errol Croft, Robyn Stewart, Ian Berry, Ray Howell and myself. Congratulations to Errol, who won (as usual!) I came second, and Robyn third. Though Errol won, the air judge advised us all that he was assisted part way through his glide by a thermal, and being the excellent glider pilot that he is, he certainly made the best use of it!

Obviously there are a number of factors at work in a competition such as this (including wind strength and direction, maintaining correct best glide speed, the weight of the aeroplane etc.) In terms of actual distance covered, the top three were as follows –

Errol – 2.9nm
Simon – 2.8nm
Robyn – 2.71nm

The next competition is scheduled for the **third** Sunday in May (due to Mother's Day being on the second). So Happy Mother's Day to all the mums out there and see you all on Sunday May 18th!

Simon Cooper.

From the winners Seat

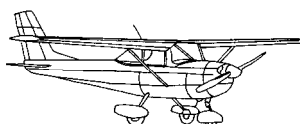
Sunday 13th April Comp was a surprise, not only because it was well attended with Robyn, Simon, Ian, young Ray Howell and Dennis Beresford, but it turned out that Dennis actually had organised the GPS Glide Comp. This involved taking off on Runway 14 and climbing to 2000ft towards Mt. Bakewell. Once established at 100 knots and at 2000ft Dennis cut the power and we had to glide as far as possible until reaching 1000ft on the Altimeter. Dennis recorded the distance of the glide on his GPS. The furthest glide gained the maximum points, but also points were given for correct procedures such as Radio Calls, Air speed, Joining Circuit and Landing. Several Pilots made a dash for the best Glide Speed in the Manual, but all we came up with was a Force Landing Speed of 65 knots. I was sure Charlie was 70 knots but I decided to stay with 65 knots. After departing on runway 32, due to fluctuating winds, I climbed to 2000ft at the required climb speed of 70 knots, increased to 100 knots. When Dennis cut the power, with no loss of altitude I let the speed stay at 100 knots till I started to lose altitude trying to gain as much distance with speed. Once the Altimeter started to drop I then trimmed for 65 knots. I believe I covered the most distance so it must have worked. Dennis threw a few questions at me, I'm not sure if they were part of the comp, but what I gained was more flying knowledge from an experienced pilot.

I thoroughly enjoyed the comp, picking up yet more pointers in flying.

Regards, Errol.

NAC welcomes new member:

Kim Fewster



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

GETTING MORE MOO FROM A MOONEY

By Tony Rees*

Since Frank Kotai and I bought our Mooney M20J, MIP, nearly two years ago we've managed to rack up nearly 250 hours. That's enough time to get used to the aircraft – and enough time to develop bad habits. So we were keen to attend the recent Mooney Pilot Safety Program, conducted at Jandakot, to iron out any rough edges we'd acquired since the last course in 2006.

After Northam – little traffic and no landing fees – it was a bit of a shock to be burgled by the robber barons who run Jandakot, not to mention Airservices Australia. We'd forgotten about all that. However, it was nice to be surrounded by the friendly folk at RACWA and to mix it with other Mooney owners/drivers.

Brian Dunstan, secretary of the Australian Mooney Pilots' Association and the owner of a Mooney Bravo, deserves a medal for organising the event. Getting 20 fliers together, and organising instructors to deliver the ground and flying sessions, requires a mind like a steel trap. Brian, who was helped by his charming wife, Kerry, has just such a brain. Thanks too to the marvellous Trevor Jones, whose brilliant airmanship and amiable approach as the RACWA liaison man contributed so considerably to the event's success. Also to sponsors CASA, Kenney Aikin insurance brokers and Asset Insure, which offers competitive rates to Mooney owners, for their support.

The PSP format is pretty well established now – the course has been offered in Australia for the past 12 years – but the message was as fresh as the day it was first delivered: it doesn't matter how much flying you do, you can't know it all. And the best way to polish your performance is to subject yourself to instruction and examination by those who know more than you do. That's what the PSP is all about.

The three-day course began with a full day in the classroom, where we had refresher courses on Mooney-specific operations, including power selection “by the numbers” – a formula for selecting percentage power settings for cruise. For example, 65 per cent power is achieved by the “magic” number 47, made up of the manifold pressure plus rpm in hundreds. This might be 25 inches and 2200 rpm, or 22 inches and 2500 rpm. Generally, it's better to

use a higher manifold pressure and lower rpm because this combination results in reduced engine wear, less noise and lower fuel consumption. Of course once you get to full-throttle height, you're locked into manifold pressure and have only rpm to play with. So, in the M20J, at say 8,500 ft, you'd be lucky to get 22 inches of manifold pressure, so you'd only have the option of 2500 rpm to maintain 65 per cent power.

Many pilots have been schooled in the (erroneous) belief that over-square operations (i.e. the manifold pressure figure exceeding rpm in hundreds) are bad for the engine. This is rubbish, and the reasons were explained scientifically at the PSP. We also learned about controlling the "P-factor" – a tendency to pull to the left – in low-speed, high-power situations and gained heightened appreciation of the Mooney as a high-performance aeroplane.

John Chesbrough, whose Mooney experience is encyclopaedic, gave us a great little tip during his session: when advancing the throttle on takeoff, spread your hand to cover the pitch and mixture controls as well. That way you'll never try to take off with less than full power. What a great idea! Not, of course, that I've ever forgotten to move the control to full rich after taxiing lean to reduce plug fouling ... not much I haven't! Cough, cough.

The ground sessions produced an interesting input from CASA in the form of three experienced fliers employed as Aviation Safety Advisors. These guys have been put into the field, apparently, to try to mend some fences between an overly-zealous regulator and the coalface of general aviation. They were excellent ambassadors and I will be interested to see how much feedback actually gets through the stifling layers of the bureaucracy to the top of CASA. Their presentations included human factors, situational awareness, ops at non-towered airfields, and emergency procedures.

Frank Kotai gave a brilliant (I have to say that because he's my DAME as well as co-owner of MIP) dissertation on aviation physiology, in which he described me as "a fine wreck of a man" and exemplar of everything a healthy pilot shouldn't be. Just wait until he hears from my lawyers.

Ian Mallett, who I think knows more about GPS than anyone on earth or in the heavens, delivered a valuable course on the advantages and pitfalls of this miraculous technology. There's much more to it than meets the eye, and Ian's ability to present complex concepts in a form assimilable by idiots like

me is gratefully acknowledged. Those of us fortunate enough to take part gained a log book entry approving us for VFR GPS navigation.

There were sessions, too, on weather, formation flying and maintenance. All good, practical stuff.

In the air, we were encouraged by RACWA instructors to explore the extremities of the Mooney's envelope. My guy was Dean D'Sylva, and he made me work pretty hard on two flights. There was upper air work including stalls, incipient spins, compass turns (how long since you've done one of those?), instrument flying, recovery under the hood from unusual attitudes, forced landings . . . and a comprehensive session of circuits at Murrayfield.

As a bonus, we all had a chance to gawk at the Acclaim, Mooney's latest rocket ship, which was on an Australian demo tour. Lots of envious glances and Lotto wishlists, but I think we were all happy to go back to our (mostly) Js. They're still a bloody good aeroplane, and all of us at the PSP came out with a new AFR and a better understanding of how to fly them better and, hopefully, more safely.

**Tony Rees is a PPL holder with about 1500 hours' total time.*

I HAVE BEEN FORTUNATE ENOUGH TO ATTEND 3 Oshkosh Air Shows in 1999, 2000, 2003 and while I strolled amongst some of the most fabulous aircraft and saw flying I did not believe possible- Bob Hoover for one who finishes his routine with both engines shut down and from 5000 ft dives to within about 1.5 metres from the ground. does 3 loops all the time losing height finishes with a 1g point hesitation roll downwind and lands on one wheel at a time and rolls still without power to his parking position where a guy standing with his arm raised and Bob Hoover stops with the spinner in the guys hand and I swear the guy never moved and inch to grab the spinner it was placed there by sheer ability of the worlds best.

But life is not all about aluminium and merlins some of the characters one is fortunate enough to meet are equally as exciting and interesting. I stay in a beautiful little town at the bottomed of Lake Winebago it is called Fon Du Lac (Foot of Lake) I spend my evenings at a great restaurant called Sebastian's and I doubt if a friendlier staff exist anywhere. On one evening I was sitting in a small alcove with all 4 seats to myself and the place was filling fast. Seating was at a premium and in walked 3 guys all about the same age probably 70 plus very well dressed oozing character and worldliness. They saw 3 vacant seats and asked in an unmistakable military manner if they could join me at dinner. Of course I was delighted much better that sitting alone 20,000kms from home. We shared a few beers and they told me why they were there, they were having a reunion and they were all flying combat in F86 Sabres against MIG 15's in the MIG Alley Korea.

I doubt if I ever will have a more enjoyable evening away from home, they we just fabulous. No boasting no bullshit no embellishment but just the way it was from the one's who did it.

As I said there is a lot more to Air Shows than the aircraft.

Bob Murphy

Club Calendar

Committee Meeting – 12'th May @ 1900

Club Competition – 18'th May @ 0900

Bar Roster

Opening hours

Saturday 5pm –7pm

Sunday 5pm—7pm

April

26'th – 27'th Les

May

3'rd – 4'th Matt

10'th – 11'th Simon

17'th – 18'th Crofty

24'th – 25'th Joy

31'st Gren

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

Circuits and Bumps...

Still some concrete slabs for sale, going fast as it appears some people are helping themselves...

Some aircraft parts for sale shortly, see the northern end of the field...

Heard rumours that Flame is trying to come back to Northam...

PGL got a new coat of paint, hope it stays clean...

Some changes in the status of the Airfield...

Balloney season approaching, gear out of moth balls...

No my dear, it is not a new plant nursery, it is a flying school...

Seen the new Savannah lately?, and the ol'one?

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