

FLY ABOUT



OFFICIAL ORGAN OF THE NORTHAM AERO CLUB (INC)
POST OFFICE BOX 247 NORTHAM WA 6401

Print Post Approval No: 639955/00013

Volume 38 Issue No.9

DECEMBER 2007



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PRESIDENT'S REPORT DECEMBER 2007

Charlie's Wake :

We held a « wake » in memory of Charlie, aka VH-CMP, the very faithful friend that had been the Aero Club's aircraft for many years. Lots of us did train, initially and doing further training like NVMC in her.

VH-PGL will take over, being a more recent aircraft with better equipment, especially larger tanks, giving her more range compared the rather limited range of Charlie.

It was very good to have some of the older users, especially Susan Ward who, as President at the time, was the force behind Charlie's purchase. It was a real pity that Lew Oakes and Mike Pottier could not join us, having other commitments on that evening as they were the two pilots who volunteered to ferry Charlie from Sydney in 1984.

Jim Jenkins was there. He, during the eighteen years he was instructing at Northam, would have flown more hours than anybody else, by day and by night. Charlie was not only the training aircraft of the Club, she was also our battle horse during the Great Western Air Races. For a while the Club had two teams competing in the races and also against each other (Mike Cahill and Claude Meunier in Jodel MAA) against the other team (Susan Ward and Robyn Steward and other co-pilots). Later the two teams amalgamated and flew Charlie. That new team was unbeatable at the great displeasure of a lots of pilots down the hills. Even when the rules were changed halfway in a race, our team would still win. Their "logo", so to speak was the bottle of Galway Pipe each member had to bring along and which was uncorked as soon as the wheels touched the ground.

These races were great fun. We did not take things too seriously and that is probably why we were winning constantly. A great pity the organisers themselves brought them to an end by what became poor management.

The wake was a success. I would like to thank Les for organising it, Matt and Joy for doing the leg work. I also would like to thank all those who came along, especially the Wards, the Stewarts and Mike Cahill, who all had to come from Perth for the occasion.

Thank you to Susan for bringing 'cotemporary' photos of the team.

Annual Christmas Lunch:

This year Christmas Lunch was an unprecedented success with more than 40 persons attending, babies, grand children, children old and young (at heart)...

Father Christmas was airlifted from the Pole in a white and green helicopter and had presents for all, young and old. The lunch was perfect with beautiful steaks and sausages.

A very warm thanks to all who, one way or another contributed to this success; especially Social Coordinator Les with Joy . Also a thank you to all of those who made salads (including potato salads...). And of course a great thank and a warm hug to Matt for impersonating the great ol'man in red.

Indian Instructor School:

We know very little of the developments of that school. We should know more after the meeting with the Shire sometime this week and we shall pass whatever information we get there. That school can only be to our advantage, bringing here at least one Instructor that could help our own school.

As we are going to have another meeting with the Shire in the very near future, I hope I shall have something positive to report at our next Committee Meeting on January 14th.

oOo

I would like to extend to all my warmest wishes for the festive season and for the coming New Year.

Please let's all be very careful on the roads as there will be many drivers who will not be careful and who will be hurt.

Fair winds and blue skies always.

Claude Meunier
96 225 574
0417 816 168

REMEMBERING THE GOOD OL' DAYS WITH CMP

VH-CMP, aka "Charlie" will not only be remembered as the Club's main training aircraft but also as the aircraft that some Club's Members used to win fame in many Great Western Races. To say that the Club's Team was unbeatable is the understatement of the century. With their compulsory bottle of Galway Pipe (each!) and their apparent carelessness they could not be beaten. Even as the rules were changed in the middle the races, they were unstoppable....

Here are some photos kept by Susan Ward. As some one said during the wake... "You all look so young!!!!" Thank you very much, much appreciated...



The team in front of CMP. The tail had been 'sabotaged' by the opposition.



Left to right: Mike Cahill, Susan Ward, Claude Meunier, Robyn Stewart.



Twenty years later....



Club Captain's Report

The club competition for December was held on Sunday 9th and coincided with our Christmas celebrations. The actual competition was very similar to the event that is normally held around this time of year. Ian Berry was first cab off the rank and a small diversion (not part of the competition) was necessary to Grass Valley International. This was required as a previous hirer of PGL had mislaid the key to the fuel bowser, and the number of competitors meant we needed extra fuel. Claude kindly met us with the backup key as Ian skilfully negotiated the downhill slope at GVI.

Upon return to Northam, Ian completed the rest of his part in the event and it was on to competitor number 2. It was great to have Robyn Stewart come along and join in the fun with us – as always, it livens things up to have some extra competition, and had I not reduced the usual spot landing points allocation prior to the comp, Robyn would have in fact won, (being the only competitor to land anywhere near the markers!).

The overall winner of the December pilot competition was Errol Croft, (despite those on the ground agreeing there must have been something wrong with the altimeter – there's NO way that was greater than 100' Errol!!). All six flying competitors had a fun time on the day and the passengers also certainly had a ball. As for myself, well I'm definitely going to the local solicitors this week to get my will sorted!

The next competition is scheduled for February as we will be having the usual break over January, (many people go away at this time anyway).

See you all in the New Year and safe journeys to all that are travelling.

Merry Christmas and a Happy New Year!

Simon Cooper.

A Boy who got the world's best job.

I was fascinated by aircraft as a boy with my father being RAAF in wartime. In mid April 1948 I was only 14 years old when I read in the situations vacant "BOY WANTED TO DROP NEWSPAPERS FROM AN AEROPLANE" and I could hardly believe my eyes. I hot footed it to Airlines of WA Ltd in Mill Street Perth next to the Adelphi Hotel only to be told Mr Bassett Would not be back until 7 pm. I refused to go home and waited; he took one look at me and said you're way to small to handle the job but as you have waited all this time you can start tomorrow.

The paper was the Daily News Air Edition with a Ute load arriving at lunch time in Perth Airport. The bundles were wrapped in old newsprint and tied with binder twine, weighing 14 lb (6.3 kg) and were then stacked into the aircraft seats in dropping order. Bunbury, Donnybrook, Busselton, Capel, Brunswick, Harvey, Yarloop, Warroona and Pinjarra (you would think Pinjarra would be first but that's not the way it was.) The aircraft was a VH UFF ADH89 Rapide with 2 beautiful gypsy six 200HP 6 cylinder engines and a more graceful aircraft has never graced the sky before or since and never will.

Take off was around 1pm and we would over fly a small town with bush around it for miles, Mandurah and then hardly a house in sight until Bunbury. The last seat on the RH side was removed and a lift up trap door was then exposed which was unknown fortunately to the passengers previously occupying that seat. I then put on a waist belt with a cable attached to the rear bulkhead giving me about 1 metre of movement. I would stack the bundles marked with the town name at the edge of the trap door ready to push them out. The plane would descend to about 70 feet and very slowly get to the drop point. The pilot would yell "DROP" and also his arm would wave downward Incase I couldn't hear him but I always did.

The Rapide was later sold and went North where is sadly caught fire and was destroyed. An Avro Anson replaced the Rapide with a chute made to stack the bundleson and a lever dumped them through the left hand side through 2 small hinged doors (removed) that were probably originally used for flares, life raft drops etc. I worked for Airlines WA for quite a while doing this 6 days a week and got a sizable number of hours in the Rapide but a lot more in the Anson. Most of the Pilots were ex RAAF and mostly a bit slack by today's standard in proceedings but certainly not ability.

They would let me sit in the left seat on a bundle of Papers and show me how to handle the Docile Aggie. Much later and more experienced they would retreat to the closest passenger seat and read the on board magazines giving me “control” from about Rockingham to descent time from Bunbury. This would happen at least 4 times a week as some pilots wouldn’t even think about it and I never let on about the good guys.

All this came to an abrupt stop halt with the introduction of the bays high speed v8 1 ton utes and we could not compete so I sadly left Airlines WA Ltd. Perhaps some of our older members may remember the great characters I was privileged to work with. Frank Doggett Bobellio; Keith Hahn, Alan Boothy, Tom Scott, Boots Lawrence Pilots, Colin Cook, George Meadows, Ken Beer, Nelson Hill, Ross Watts (Robin Hood killed in Dove Kal 1951) Howard Wheatley and Max Taylor.

When I think about it now all but a very few of those characters are with us today and an era that’s gone can only be seen in old films and vintage Air Displays and Museums. But for a brief moment I was very much apart of it and the memory is alive and well in me to this day. I have many stories to tell of that Non Jet era but space has run out so perhaps another time.

PS. The lady who told me Mr Basset would not be back until 7 pm was daily news columnist Lesley Anderson who also had a turn at Paper Dropping.

Bob Murphy



Engine Failure, at and after take off.

Introduction:

This briefing should be spoken out loud by the pilot before take-off.

If the engine fails during the take-off roll, I will close the throttle and use the brakes to bring the aircraft to a stop.

If the engine fails after take-off and below 500 feet, I will adopt an attitude to maintain safe flying speed. Select an area to land within a 30 degree arc either side of the aircraft. Check fuel pump on and pull carburettor heat on. Mayday call if time permits on CTAF or area frequency. Turn off fuel and ignition. Select full flaps before touchdown. Master off and land.

The same applies if the engine fails after take-off and above 500 feet.

The full article can be read in the November copy of the RA-Aus magazine.

Written by. David P. Eyre.

David Eyre is a highly qualified Pilot Examiner with both CASA and the RA-Aus.

Steve Vette. Avon Valley Ultralights.

I'm the co-pilot, I sit on the right,
It's up to me to be quick and bright,
I never talk back, for I have regrets,
I have to remember what the captain forgets.
I make up the flight plan, study the weather,
Pull up the gear and stand by to feather,
Make out the forms, do the reporting,
And fly the old crate while the captain is courting.
I take the readings, adjust the power,
Put on the heaters when we're in a shower.
I give him his bearings on the darkest of nights
And do all the bookwork without any lights.
I call for my captain and buy him a coke,
And I always laugh at his corniest joke.
And once in a while when his landings are rusty
I always come through with "by gosh but it's gusty".
So all in all, I'm a general stooge,
As I sit on the right of the man I call Scrooge.
I suppose you think this is past understanding,
But maybe, some day, HE'LL GIVE ME A LANDING

Further to the Quizz questions

A temperature of minus 40°C is the same as minus 40°F . At what other temperature is the number of degrees F exactly twice the number of degrees C?

Answer 160 degrees C = 320 degrees F

Algebra solution:

The 'normal' conversion formula is :

$$C/5 = (F-32)/9$$

Replace F by 2C. The formula becomes:

$$C/5 = (2C-32)/9$$

Which becomes:

$$9C = 5(2C-32)$$

$$9C = 10C - 160$$

$$C = 160$$

Therefore $F = 2C = 320$

So at a temperature of 160°C, the reading in F° is 320°F.

QED: Quod Erat Demonstrandum (Latin: Which Was to Be Demonstrated)

CQFD: Ce Qu'il Fallait Démontrer

Elementary, my dear Watson...

WISDOM -

"If the enemy is in range, so are you." - Infantry Journal

"It is generally inadvisable to eject directly over the area you just bombed." - U.S. Air Force Manual

"Whoever said the pen is mightier than the sword obviously never encountered automatic weapons." - General MacArthur

"You, you, and you ... Panic. The rest of you, come with me." - U.S. Marine Corp Gunnery Sgt.

"Tracers work both ways." - U.S. Army Ordnance

"Five second fuses only last three seconds." - Infantry Journal

"Any ship can be a minesweeper. Once."

NEWS FROM FLAME ...



TO ALL OF FRIENDS OF OLD @ THE NORTHAM
AERO CLUB.
IT MAY SURPRISE YOU TO LEARN THAT I AM
STILL ALIVE & WELL AFTER ALL THIS TIME. EVEN
AFTER BEING SHANGHAI'D BY SUPPOSEDLY TRUSTED
MEMBERS, WITH INTERESTS IN CHINA.
NO NEED TO DWELL ON THE DASTARDLY
DEEDS OF THAT EX-INSTRUCTOR & HIS
JENNER ACCOMPLICE. NO NEED TO
MENTION THAT I WAS SOLD INTO PINK
SLAVERY AT THE KOWLOON BIRD PARK
NO TIME FOR FEATHER POINTING: INSTEAD
I PUT QUILL TO PAPER TO TELL YOU THAT
I AM NOW PENSIONED OFF, FROM THE PARK
AFTER POOR BREEDING SEASONS. TOO LATE
(HOT) FOR THE SOUTHBOUND TRIP @ THIS
TIME OF YEAR ... SO SOME TIME IN ASIA
PRIOR TO HEADING SOUTH & HOME.
TRUST I'M STILL REMEMBERED @ NAC
1/6 FLAME. (THAT'S ME WAVING - CENTRE)

BY AIR MAIL
航 PAR AVION 空

3



NORTHAM AERO CLUB.

PO. BOX 247

NORTHAM 6401

WESTERN AUSTRALIA.

Ho! Ho! Ho!



A fabulous day was had last Sunday at the Christmas Lunch. Thanks to Les for organising the BBQ with the assistance of 'Cook Putz' - Steak was delectable as usual - And a big thankyou to the ladies for the lovely variety of salads. A very relaxed 34 adults and 6 kids enjoyed eating & socialising after Father Christmas had flown from the North Pole to NAC in Monsieur Meunier's helicopter to hand out gifts to all little and 'big' kids. You did 'great' FX! For those who did not attend you missed out on a 'good' one.

Book now for 2008



CIRCUITS AND BUMPS DECEMBER 2007

Do not go flying without your Minties...

Great night for Charlie's wake, so good to see 'her' instructor Jim and some of the old pilots and the crew of the old racing team... some looking older (not as young as on old photos...)

QP rings the bell... but no one from the Noggojering gang was around...

Good food, great company, thank you Les, Matt and Joy...

Congrats to Simon for achieving full pilot status...

Les to do his AFR (BFR) ... next year....so shall do some ol'restricted pilots...

Flame is alive and well, may be not as young as before, but so are we all...

As the old say goes: There are old pilots and there are bold pilots... old pilots fly with full tanks...

But if a bold pilot runs out of fuel, by activating the Primer, he/she can have another 30 seconds to take him/her to the scene of the crash...

Rocking the wings can also add another 30 seconds...

And old/bold pilots do not start aircraft inside hangars...

Who left the door open for helicopters to come in ??.....

New Instructor school to start... next year may be....or the year after...

End of baloney season....

Some cement slabs still offered... before the Shire pinches them...

New Fed Government... didn't they promised to remove user-pay fees.... Aahh, but that was before the elections...

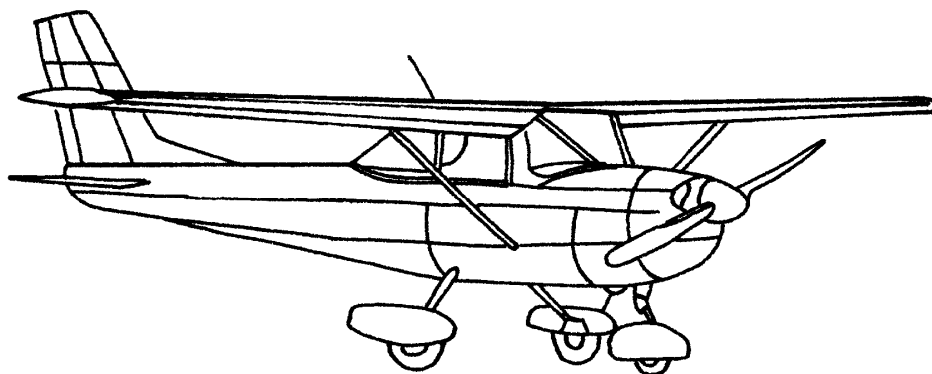
Ol'Auster on her way to Victoria... by road... much safer...

New Savannah gets a bright coat of paint...

What happens to the "other" Savannah?...

FX arrives in style in twirly bird...

Great Christmas lunch... Potato salad anyone??...Great food, great company and a lots of happy kids. Thanks to Les, Joy and Matt. Thank you FX...



WASH ME BUSY BEE

1700hrs (just before the bar opens)

Sunday 16th December 2007

Club Calendar

Committee Meeting – 14'th January @ 1900

Bar Roster

Opening hours
Saturday 6pm –8pm
Sunday 6pm—8pm

DECEMBER

15'th & 16'th	Gren
22'nd & 23'rd	CLOSED
29'th & 30'th	CLOSED

JANUARY

5'th – 6'th	Simon
12'th – 13'th	Crofty
19'th – 20'th	Gren
26'th – 27'th	Joy

FEBRUARY

2'nd – 3 rd	Claude
9'th – 10'th	Steve
16'th – 17'th	Sven
23'rd – 24'th	Les

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

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