

FLY ABOUT



**OFFICIAL ORGAN OF THE NORTHAM AERO CLUB (INC)
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PO BOX 247 NORTHAM WA 6401

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FROM THE PRESIDENT AUGUST 2009

I formally met Steve Pollard (Northam Shire President), Neville Hale (CEO), and Phil Steven (Manager of Health and Building), on Wednesday 12th. All were genuinely welcoming of me as the new president, and expressed commitment to the future success of the Northam Aero Club. One topic of conversation was the impending ceremony of the transfer of ownership of the airfield from the Club to the Shire. More details soon.

The new committee held its first meeting of the new financial year on Monday 10th August; which included the admission of a couple of new club members – welcome!

September is not far away and the traditional GA event at that time is the Dawn Raid where RACWA members fly up to Northam to contest the President's Trophy. The challenge includes a wonderful breakfast and this year we will be hoping to retain the Cup (bit like the Ashes, eh what?). Errol and Ray will be in touch with more details shortly.

It was recently my great pleasure to use some of what long service leave for us Aussies was originally intended for –

"Where any officer desires to visit Europe or some other distant country, if he have continued in the civil service of this colony at least ten years, The Governor in Council may grant him leave of absence"

Whilst this was originally drafted with long sailing voyages in mind, let me assure you, I do not recommend long distance air travel with a two year old to everyone!

Anyway here are a few pics from my recent holiday to Old Blighty -



Me after a quick trip along the South Coast of England via Exeter in an old faithful 152 – Foxtrot Zulu.





My route was Dunkeswell Airfield in Devon, (used as a base for Liberators in WWII), overhead Exeter, down the river to Exmouth, along the coast to Lyme-Regis via Beer, up to Chard and back to Dunkeswell.

It was a fantastic experience and I'm really glad I took the time out to go for a fly whilst over there. A note about the cost though – they make our rates over here look very cheap indeed!

I'll have a few more pics in my next report.

Cheers!

Simon Cooper
Northam Aero Club
0429 202 597

Club Captains Report 09/08/09

August's Monthly Competition held 9th August was Grass Valley Level Flight and Orbit.

1st Errol Croft, 2nd Ian Berry, 3rd Ray Howell, 4th Simon Cooper.

With a fine but overcast day and no wind, it was a perfect day for our comp. Take off on runway 1 4 climb to 1500ft MSL and maintain that altitude. In level flight once at Grass Valley we did a left then right hand rate, one turn still maintaining 1500ft. Once completed we headed to Irish Town to make one straight in approach. All Pilots now seem to have their After take off checks and Radio Calls routine.

The comp was to maintain 1500ft. Every time we went 50ft above or below we would lose 5 points. Most Pilots banked more than the rate, one turn thus losing height, but otherwise all flew well.

It was great to see Graeme King, Graham Dunlop, June Bairstow & Les Ballantyne who both had a "Fly with a Friend" along for the flight.

Unfortunately someone forgot to buy the snags for our barbie, but we wont let him forget next time!

The next comp will be as usual the 2nd Sunday of the month being **13th September**, so let's see if we can encourage some RA planes to join the comps.

I was in Koorda last week working, and as we have a NAC member there how about coming along.

Remember "Fly a Friend".

Cheers,
Errol

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 |

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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		<div style="border: 1px solid black; padding: 2px; display: inline-block;"> ROYAL'S Fly for Fun Day 6 </div>	Bar - SIMON	
9	Bar - LES				
10			Bar - LES		
11			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		

HOT AIR BALLOON REPORT

A big hello to all. My name is Ryan Bristow-Stagg.

I am a 3rd generation Hot Air Balloon pilot and have been flying since 13/10/2005. Thankyou to all those involved in helping me get my Licence.

I am one of the new faces of the Aeroclub Committee.

I have been given the task of writing a monthly report on ballooning in the Avon Valley for the Club Magazine. We could start with the fabulous flight and fantastic talent of certain pilot(s) on the morning of this years Avon Descent, but...

I *would* like to encourage everyone, however, to give me a bell if they have any ideas, questions or suggestions regarding hot air ballooning.

Also, if you know of anyone getting bogged whilst on retrieve, or pilots landing in hard to reach places, with your help, we can give them a little mention here.

Pictures do tell a wonderful story, don't they Roy Walker.

I also have a great Cartonage Policy that could be discussed over a coldy at the bar. Many stories *could* take on new meanings !! What do you think Donna !!!????

Your stories, pictures, etc., can be sent to me via the contacts below.
Mobile No. : 0404081786
Email: ryan.bristow-stagg@iinet.net.au

I am also around and about the Aeroclub most Weekends.

Donna Tasker is organising a balloon get together for the 30th of August. Please find following, the details outlining the mornings happenings.

If you are interested to see what ballooning is all about please come and join us on the morning.

Ryan Bristow-Stagg



THE INAUGRAL
NORTHAM BALLOON GRAND PRIX
THE FIRST OF MORE TO COME.....

ALL WELCOME



When Sunday 30th August



Meet time 5:30am



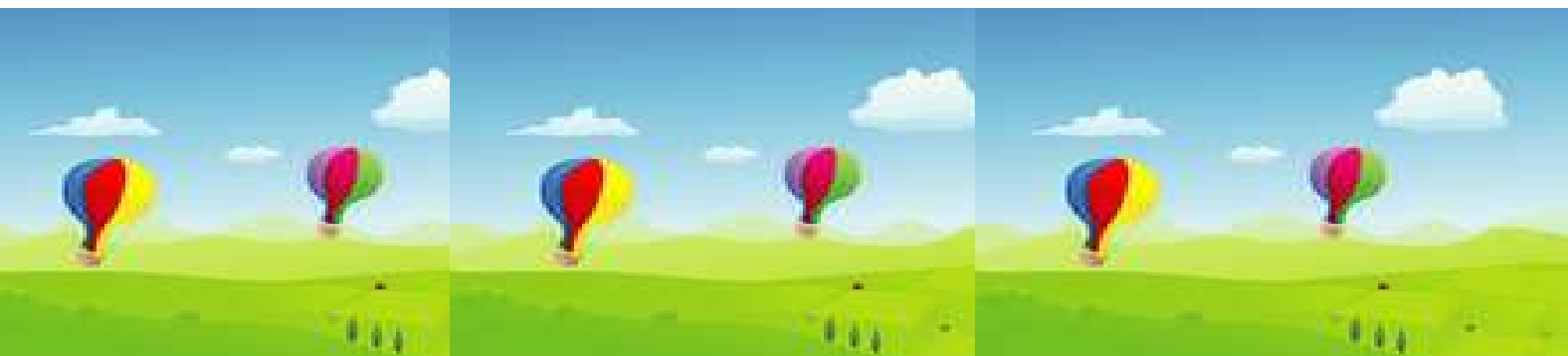
Where Northam Airfield



Breakfast \$5.00 at Noggo



Contact Donna 0439 020 512



CAN I LAND ON THAT?

*US flight instructor Meredith Saini has some tips to help pilots through the nightmare of an engine failure after take-off.**

You are a skilled, proficient and responsible pilot. You do everything in your power to avoid dangerous situations, but there are a few unavoidable moments during each flight where, if the unthinkable happened, you'd be left with few options. Flying is, after all, an exercise in risk management, not risk elimination.

Imagine that you're departing from a capital city airport. With a healthy climb rate established, you tuck away the landing gear, set climb power and prepare to enjoy your flight. Just as the airport fence slides underneath the belly, your sole engine shivers and goes silent. You're only 500 feet above the ground, so turning back to the runway is not a reasonable option. You look out the window and all you see is a patchwork of gray and black boxes. Can you land on that stuff?

The answer depends on what exactly "that" is. Here's where a little homework could save your bacon.

FLY THE AIRFRAFT. CASA ensures that you have at least one obstacle-free way of getting into and out of any given airport, but has little to say about what types of low-lying structures lie below the flight path. Many airports are surrounded by warehouses or industrial property, because community planning authorities and airport managers generally agree that most people don't want to live near an airport. The good news – if we can find a silver lining here – is that you are more likely to find yourself over some sort of industrial property at 500 feet agl with a dead engine, not a neighborhood packed with people. So, there you are. What are you going to do?

First, you need to calm down, slow down and fly your aircraft. Flight instructor and aerobatic pilot Rich Stowell has written that landing straight ahead is by far a pilot's best option when faced with a forced landing at low altitude.

"A shallow impact angle and low speed affords the aircraft's occupants the greatest measures of time and distance within which that energy is dissipated," Stowell wrote. "Survivability does not depend on where the crash occurs, but rather how the crash occurs. Contacting obstacles and terrain – trees, water, buildings, parking lots, ball fields – while low and slow, in the landing attitude and with at least some distance over which the aircraft can decelerate, all significantly increase the chances of survival."

So there is at least some chance that you will walk away from a landing on something other than a cow pasture or a runway but, when faced with non-traditional landing surfaces in an emergency, are some more survivable than others?

ROOFTOP LANDINGS? According to Allyn Kilsheimer, a structural engineer who played a key role in the rebuilding at the Pentagon following the September 11 terrorist attacks, it might be possible for a small aircraft to land on the roof of a warehouse building, but it would have to be a very soft touchdown. “Most roofs are designed to support 30 pounds per square foot,” he said. “Elevated car parking decks are designed to support about 80 pounds per square foot, but a 3000-pound aircraft will impose much more load than that. “When you put the weight on two points, it’s possible that [the plane] could roll and then the tyres could punch through the deck,” Kilsheimer said. Still, punching through a warehouse roof at low or no forward speed is far preferable to taking one’s chances by, say, landing on a tree-lined residential street.

SPEED KILLS. The key would seem to be getting the plane as slow as possible without stalling, holding it in ground effect until it settles to the surface, and flying it all the way through the touchdown and obstacle-riddled rollout. Do your best to steer in between things like ventilation ducts and antennas that are frequently mounted on the roofs of industrial buildings.

If you are one of those pilots who tacks on “a few knots for the wife and kids,” you might want to get out there and practise full-stall landings, because in a real off-airport landing, any extra speed you are carrying at touchdown is energy that will have to be absorbed by something, including your own body.

Whether you survive such an arrival will depend partly on your approach and partly on luck, because you have no way of knowing how sturdy that rooftop really is. But if you’re faced with a choice between landing on a warehouse and plowing into, say, an oil tank farm, common sense dictates you should take your chances with the warehouse.

PLAN AHEAD. Avoid an intersection departure from a runway that launches you out over buildings and power lines. Sure, your little aircraft can get up and away in half the available runway length, and an intersection departure might make the tower controller’s life easier. But if the engine fails to perform during those first few seconds of flight, wouldn’t it be nice to have a mile of pavement ahead of you, or at the very least, the option of turning slightly right or left and landing on an intersecting runway or taxiway?

The satellite imagery available from [Google Maps](#) is an excellent resource for pilots travelling to unfamiliar airports, because it lets you see exactly what you’ll be dealing with before you even leave home. Simply type the name of the airport into the search box and, when the map appears, click on the link that says “Satellite.”

While there is no way to know for sure exactly when the image was generated, you should be able to get a pretty good idea of how closely the neighbours have encroached upon the airport and its traffic pattern, and what types of structures exist there. If you zoom in and notice a big patch of dirt near developed property, don’t assume the patch is still vacant. Call the airport manager and ask.

PARKING LOTS. Shopping-mall or office-complex parking lots can and have been used for emergency landings, but watch out for light poles, concrete barriers and parked vehicles. In October 2006, a Beech Bonanza [landed in a parking lot](#) in Colorado after the aircraft lost power on final approach. During the forced landing, the aircraft impacted a light pole and three parked vehicles, but the pilot sustained only minor injuries.

How many feet will your aircraft need to come to a stop once you touch down? Is that parking lot big enough? Here's another way [Google Maps](#) can be a useful tool. Take a look at the area around your airport of choice, locating a nearby parking lot. Notice that the satellite display, as well as the regular map display, offers a distance scale. If you zoom in enough, the scale will be calibrated to as little as 50 feet.

Landing in between rows of cars may provide an option which will slow you down enough to prevent killing yourself. But then there are the shoppers getting into and out of their cars. You probably want to avoid them, so the more humane choice would probably be to land across the rows on the edge of the lot and hope you don't hit anything. If it's a busy weekend shopping day, you're probably out of luck there.

The suburban areas where most GA airports in metropolitan areas are found can be daunting places to confront the need for an off-airport landing. This is especially true right after takeoff when altitude, airspeed and choices are in short supply.

In situations like this, pilots must accept the aircraft is likely to suffer some damage before it comes to a stop. The keys to walking away involve maintaining control, touching down at the lowest possible airspeed and choosing your landing area wisely. Some pre-flight research of the area surrounding your airport, along with a little luck, won't hurt a thing.

This is an edited version of an article that originally appeared in Aviation Safety.

NAC welcomes new members:

Scott Forrest and Don Briggs



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

NEXT CLUB COMPETITION

13th September at 9am

NEXT CLUB MEETING

14th September at 7pm

BAR ROSTER

Opening hours

Saturday 5pm – 7pm

Sunday 5pm – 7pm

August		
1st - 2nd	-	Crofty
8th - 9th	-	Les
15th - 16th	-	Simon
22nd - 23rd	-	Joy
29th - 30th	-	Claude

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

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.

A copilot is an idiot until he spots opposite direction traffic at 12 o'clock, after which he's a fool for not seeing it sooner.

Nothing is more optimistic than a dispatcher's estimated time of departure.

Any pilot who does not privately consider himself the best in the game is in the wrong game.

As a pilot only two bad things can happen to you and one of them will be:

- a. One day you will walk out to the aircraft knowing that it is your last flight.
- b. One day you will walk out to the aeroplane not knowing that it is your last flight.

Unofficial grading standards for low level navigation: You can't be lost if you don't care where you are.

Jet aeroplanes are just an expensive way of changing kerosene into noise.

It's best to keep the pointed end going forward as much as possible.

The average pilot, despite the sometimes swaggering exterior, is very much capable of such feelings as love, affection, intimacy and caring. These feelings just don't involve anyone else.

Gravity is bullshit: the Earth sucks.

If something hasn't broken on your helicopter, it's about to.

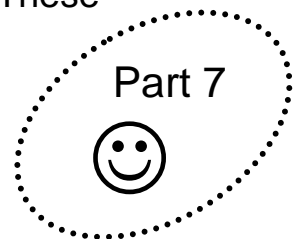
Helicopters are really a bunch of parts flying in relatively close formation, all rotating around a different axis. Things work well until one of the parts breaks formation.

Flying is better than walking. Walking is better than running. Running is better than crawling.

If God had intended man to fly he would have given him enough money for a Bonanza.

If God had wanted me to fly, he would have made me flush riveted.

What do you call a pregnant flight attendant? Pilot error.



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