

FLY ABOUT



**OFFICIAL ORGAN OF THE NORTHAM AERO CLUB (INC)
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From the President July 2009

Well, some say, 'Out with the old and in with the new'. I prefer to reflect on a proud and distinguished leadership of the club; setting the foundations for a return to the more social aspects of a flying club, (with all the hard work involving negotiations with government agencies having already been done!). Claude, Gren and Tony – thank you. Thanks also to all those who attended our recent AGM. Thanks must also go to Len Creagh, who has kindly donated a fantastic television set to the club.

I have felt privileged to be a part of the Northam Aero Club family, since my nomination, (via Les B), to be a member a few years ago, was accepted. Whilst I feel a little daunted in following the footsteps of previous presidents; let me assure you, my passion is similar to theirs. My goal will be to advance the cause of aviation, in particular the Northam Aero Club, and all its members and supporters.

Let me formally welcome new members of the Northam Aero Club Committee – Nigel Posselt and Ryan Bristow-Stagg. Your aviation heritage assures you of success. I look forward to working with you in moving the club towards increased membership and fellowship.

My interest in flying began a long time ago with my father, who learnt to fly at Bunbury Aero Club in the 70's with aviation legend Tom Talbot. He went on to own a half share in a Cessna C180 – VH-SRW. My most vivid early memories of flying come from those days and even though my father and his business partner parted on unsavoury terms, I'll never forget the wonderful flying trips we all enjoyed - including John's failed attempt at looping the Bunbury A36 (VH-ANX?) when the playing cards in the club seating seemed to find wings of their own.

I had a trial flight in Bunbury's Aerobat, VH-AOR, with Tom in August 1991 and went solo at 7.3 hrs. I was hooked and went on to gain an aerobatics endorsement in 1994. In those early years, I had a couple of experiences that I was lucky to walk away from. I also was the deserving recipient of some timely advice from a CFI about the dangers of tail-slides in the Aerobat and the threat of artillery fire from angry dairy farmers for upsetting their milkers.

I love anything that flies, and am much happier off the ground than on it. Let me take this opportunity to invite all those with an interest in aviation, to be an active part of Northam Aero Club. I look forward to ensuring the long term success of our club and sharing stories with one and all. Our new committee will have new and fresh ideas for moving forward and keeping the club relevant. Can I take this opportunity to invite anyone with a passion for aviation, or public endeavour relevant to Northam, who is willing to be part of our new team to please contact me. I am particularly interested in filling the one year committee positions (x2) with reps from ballooning and RAA/SAA.

Thank You

Simon Cooper
Northam Aero Club
0429 202 597

AGM REPORT - OUTGOING PRESIDENT

This year is another major milestone in the life of our club. The first of these milestones was, when some 40 years ago, a group of enthusiastic aviators created the Club. The second milestone was when, after operating on a farm at Noggojering on the Southern Brook Road, they purchased half of the land and carved this airfield out of nothing. And so, for many years the Club was the Airfield and the Airfield was the Club.

Then came outsiders, tempted by the good spirit of the Club and of the field and also by the rising costs elsewhere. This created the need for more infrastructure: sealing of runways, new taxiways, more electrical power, etc.

The Club then approached the Town and the Shire for help and support and ultimately with the aim of giving the Airfield to the Community.

Negotiations were so slow that the Shire and Town amalgamation put them to a halt before they came to a conclusion. A consultant was hired by the Councils who produced a thousand pages report mainly extracted from the FAA in the United States and which had no relevance to our operations.

After amalgamation, we had to tell the same story again to a new Council, a new President, a new CEO, new Officers. A new steering Committee was put in place. Here again, the Chair did seek information relative to licensed aerodromes with regular public transport, also without relevance to our country airfield.

This led to an enormous increase in rent for hangar sites which made it impossible for us to agree and things were at a stand still for almost a year. But finally just a few months ago, everything seems to fall in place: rent increases would be acceptable, the Club would be appointed Manager of the Field (something we had done very successfully for the last 40 years). The head lease between the Club and the Town was terminated and new individual leases are being drawn by the Shire for each site.

The Club will stay on the present block of land, rent free in recognition of its past contribution.

This seems to be a win-win situation.

These negotiations have taken most of our time and energy for the last months and we can now go back to the activities of a Flying Club, which are flying and socialising and no longer be a debt collector...

I would like to thank the President of the Shire and his Councillors, the CEO and his officers for their help in solving many impasses. I also

would like to thank our members who have attended so many meetings both with the old Shire and the Town and with the new Shire. My thanks go especially to the Club Secretary Gren Putland for his tireless contribution to those, sometimes very difficult negotiations. Without his hard work and knowledge we would not have been to achieve what we did.

We also have seen the installation on the field of a new flying school, the AFTS, but without much activity at the moment.

The back taxiway and the existing one have both been sealed and new hangars are being built, with more to come. We can hope that some of the semi-abandoned hangars being eyesores, will one day be finished.

Our own school is working well with our two resident Instructors: Phil Butherway and Kevin Lathbury. We have several students at different stages toward their licences and hopefully some of the old "restricted" pilots will terminate their full licences.

As I said, this is another major milestone for the Club, a page being turned.

I would like to thank all Committee Members who have in the recent past, contributed one way or another, to the success of our Club and to the completion of those negotiations. I understand there are nominations from younger members, so some the old Dynos can slowly vanish in the haze, sit on the fence, watching the new guard take over. Of course those oldies will always be around to contribute if needed.

Thank you

Claude Meunier

AGM REPORT – CLUB CAPTAIN

There were 12 flying competitions held throughout the 2008/2009 year at Northam Aero Club. The winner of each competition was as follows –

July 13th (HMAS Northam) - Errol Croft
August 10th (Mini NAVEX) – Ian Berry
September 7th (Dawn Raid) – Simon Cooper and Errol Croft
October 12th (VFR Flight) – Errol Croft
November 15th (2 x Low level Cts) – Ian Berry
December 13th (Traditional December comp) – Simon Cooper
January 11th (VFR Flight) – Errol Croft and Simon Cooper
February 22nd (Toodyay to Muresk) – Ray Howell
March 8th (Goomalling Int'l Airport) – Ian Berry
April 19th (2 x precision cts) – Simon Cooper
May 17th (X Country to Muresk) – Errol Croft
June 14th ('CASA' comp) – Errol Croft

The winner overall for the year, and therefore Club Champion, was Simon Cooper with a total of 156 points. Second place overall was awarded to Errol Croft with a total of 149 points. Third place went to Ray Howell with 138 points. Ray Howell announced the winners and presented the trophies at the Northam Aero Club annual dinner.

I will be hanging up my Club Captain's hat this year, making way for someone to inject new life into the monthly competitions. I would like to take this opportunity to thank everyone involved for their support throughout the past two years. It would be nice to find a way of embracing new entrants, (from both GA and other sectors of the aviation world), into these competitions; if you have any ideas in this regard, please let the new Club Captain or myself know.

Regards,

S Cooper

AGM REPORT – FLIGHT TRAINING

Since commencing casual instruction with the Northam Aero Club in October 2008, the training activity has been as follows:

Wayne Metcalf and Peter Hill were regular clients in PPL training.

Wayne narrowly missed out on his first attempt at the flight test and has recently moved to NSW. His records will be passed to another school when requested.

Peter Hill is close to an attempt at the flight test.

The Club has had 4 TIFs, none of which has produced a new student.

Sixteen local pilots from the Avon and Wheatbelt have come to the Club for an AFR, most with their own aircraft and some using PGL.

Current clients in various stages of PPL training are:

Griffin Putland, Peter Hill, Ashley Smith and Scott Forrest.

Phil Butherway

AGM REPORT - AIRCRAFT

Our aircraft is in good order and is flying regularly. The autopilot is currently out and under repair but should be refitted soon.

Between AGM's PGL has flown about 230 hours, a good improvement on the previous period, up from 147. Training increases account for much of this but added interest from members is helping.

It is to be hoped that now we no longer have to run the airfield the committee can concentrate on club activities that will increase flying hours. Increasing hours can keep the cost of hire significantly lower.

Aircraft finances are healthy with a return of about \$43000 for a cost of about \$25000. But before we all gasp at the profit it must be remembered that money needs to be held towards major repairs and replacements.

To maintain and improve our investment the incoming committee should consider additions that will improve the aircrafts ability to service members needs. A GPS is becoming standard equipment on many aircraft and in our area ,with many overlapping frequencies a second VHF radio is a good safety investment

Happy flying

Denis Beresford

AGM REPORT - HOUSE & GROUNDS

Things were a little quiet this year due to the change over of the shire taking control of airfield, so it was a bit of a wait and see till we knew where we stood.

We had the wiring upgraded in the toilets to make them safer.

A new water meter has been put in place, so the upgrade to the retic can be started & a new power meter will be fitted to the club house.

A quality vacuum cleaner has been donated to the club, thanks to Les, & with hope should be put to good use.

One of our newest members has donated a large TV for our viewing pleasure, thanks Len; we'll be able to watch the Dockers get whipped from a distance now.

The front glass door to the briefing room has been repaired & the top half of the building has been re cladded, more work inside to be done!

Thankyou

MATT BIGNELL

AGM REPORT - BAR

Yes, there is always one thing we can rely on at the club & that is plenty of booze, great company & cheap prices.

But some things don't last for ever, there has been another price rise, we can only blame the economic downturn for it all.

We should be seeing some young new faces behind the bar this year, which should be a fresh change.

Thank you, to all the members for their help in & around the bar.

MATT BIGNELL

CLUB CAPTAINS REPORT JULY 2009

By Errol Croft

Well, it has happened! Another AGM Outgoing and Incoming Committee, therefore new positions. I was informed that I am now the new Club Captain, so this was my first Comp in the right hand seat. Thanks and congrats to Simon and the new Committee.

HMS Northam was flown in perfect conditions apart from young Ray Howell not getting off the carrier, all competitors flew well including young Ray when he succeeded in taking-off. Simon and myself shared 1st having received 60 points for landing on the spot, Ian Berry 2nd and young Ray 3rd.

It's amazing what can be seen when not a Pilot in command and by gees there is a lot of water flowing and laying on the ground. It won't be long before the farmers will be complaining that it's too wet Ha Ha!

As Club Captain I would like to encourage more pilots to join in the comp days and bring along a friend. This invitation includes RA Flyers and Flyers from other clubs. It would be great to see a very talented ex instructor in Colin Ekert back in the pilot seat again, so Colin if you read this I think it's time for you to return and tell us some more yarns.

I can't see why we shouldn't entice the Putlands and June Bairstow back into comps. She was and I'm sure still is an excellent pilot. What a great way to update your knowledge on the changing Circuit procedures.

As the weather warms we will have a Barbie and a few extra drinks.

Note: Next comp **9th August** so please mark this date on your calendar.

Cheers, Errol.

Thanks go to Flying Instructor Kevin Lathbury for the following Article.

There were some good questions answered in the June edition (although I find it hard to believe anyone asked Questions 3 and 5. Did someone actually think you can fly from the Northam training area to, say, the Townsville training area on a GFPT? And did someone actually think that an AFR can take the place of the entire PPL navigation training syllabus?)

Since quite a few of those questions referred to what a pilot with a GFPT or RPPL can do, why not touch on the question of what kind of flights a PPL holder can do, and when does a flight cross the line into being a commercial operation and therefore requiring a CPL.

These flights are examples of private operations:

- Personal transport of the aircraft owner or hirer eg. a doctor flying his Mooney between his practice in Mundaring and his practice in Corrigin, because although he's making money from his medical practice he's not making money from flying the aeroplane;
- Aerial spotting provided there is no payment to the pilot or aircraft owner or anyone else involved eg. bushfire spotting as a community service to your neighbours;
- Aerial photography provided there is no payment to the pilot or owner or anyone else eg. taking your mate flying so he can get some happy snaps of his acreage. If the pilot or photographer plans to sell those happy snaps then it becomes a commercial operation;
- Carrying people or goods without charging for carrying them, and provided they're not goods that you intend to sell. So the doctor carrying his stethoscope and ECG kit would qualify as a private flight, but a retired journalist flying his Mooney carrying 500 copies of his latest literary masterpiece for sale would be a commercial flight.

Also, for a flight to qualify as a private flight:

- There mustn't be any public notice of the flight. So if you're planning to fly to the Newdegate Field Day and you pass the word around that you'd like a couple of passengers to come along and share the cost, that's a private flight, but if you put an ad in the paper asking for passengers it's a commercial flight;

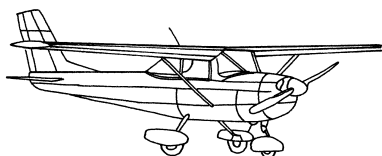
- o There are no more than 6 people on board. So if you want to take 8 passengers in your Gulfstream V you need a dispensation from CASA;
- o The pilot is not paid for the flight;
- o Everyone including the pilot shares equally in the cost of the flight. Yes okay, this one gets bent every day, but it's still the rule!

So basically, you can't make money from a flight unless you have a commercial licence. But even if you have a commercial licence, there's another requirement before you put an ad in the paper, get a few customers, fly them to the Field Day and make a buck from it. You must have an Air Operator's Certificate (AOC) or be operating under the umbrella of someone who has one. For instance, for the club to offer flying training, which is a commercial operation, we must have an AOC or operate under someone else's. In the club's case, we use the Royal Aero Club's AOC.

If you have any questions on rules like this, you can go to www.casa.gov.au and navigate your way around the Civil Aviation Regulations, or if you want a short cut that doesn't involve wading through legalese, Phil or I will be more than happy to answer your questions.

NAC welcomes new members:

Phil Butherway and Len Creagh



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

THE GOLDEN AGE OF FLYING IN WA

The Simmonds "Spartan Biplanes (x2) "

One of these being a 3seater (looked a little like a DH Gypsy Moth)

The "G3" Spartan was built in 1927- 28 at East Cowes on the Isle of Wight by Simmonds Aircraft L.T.D (Oliver Simmonds having previously been a designer with Super marine)

No photos shown by the encyclopaedia of any of these aircraft or details of engines, however "aeroplane" states that the Spartans were powered by A D C Hermes and D H Gypsy engines.

The encyclopaedia does state that Salmson, which built the Klemms engine-themselves, went on to build aircrafts years later (not Klemms)

SOURCE from "The Complete Illustrated Encyclopaedia of the Worlds Aircraft "

FROM OUR FATHER JEAN ANTOINE Snr by JEAN Jnr

This aircraft (which I believe is one of two Klemms flown by him," Jean Antoine snr ") had a 40hp Salmson radial engine with a large wooden propeller and exposed valve poppets and dad used to describe flying into the sunset and watching these alternately going up and down in the face of the setting sun. He said the engine was struggling when confronted by a 30kt headwind and indeed he said on one occasion he had actually flown backwards.

Many years ago, while rummaging through the shed at the back of No 73 (when I was about 14) I found his old leather helmet all dry and parched, and then more recently, when I was about 20, I found a receipt of dads for payment for flying lessons from the Perth or WA Flying School (I've forgotten which.) of West Subiaco aerodrome from where my father did all his flying before the war.

The venture operated all the four aircraft I've referred to and the entire facility was owned and conducted jointly by Captains Stewart and Snook, both were very polished pilots (to quote my father) and by all accounts mutual antagonists.

Captain Charles Snook later of Airlines WA LTD was years later also the owner of the beautiful Stinson Reliant (RMA Meekatharra) which was shot up and destroyed by zeros just after landing at Broome with the mail from Perth.

My father didn't care much for the Spartans and avoided them when possible. He was however very keen on the Klemms. He also flew one of the Klemms (with his instructor- pupil were not permitted to fly solo) on flights outs of the Swan river (i.e. in a seaplane configuration.)

West Subiaco Aerodrome

During the war, Dad took me for a drive to see the West Subiaco Aerodrome; it was all closed up, not an aircraft, not a soul in sight completely deserted.

Nowadays it's the University of W.A Sports grounds (McGillivray Oval) on Brookdale Rd in Mt Claremont, all fenced, levelled, banked, and mowed with several pavilions.

There are now two or three suburbs between Subiaco and what West Subiaco was then.

In the days when dad took me out there, it was literally way out in the scrub. To get there you had to drive, it seemed like miles, along a grey dusty loose sand track, weaving through unending bush and trees, eventually passing along the way, the dog pound and piggery on the left and then the sewerage works on the right.

The Aerodrome itself, when we got there, consisted of two cleared hills surrounded by a cinder track with a small hangar in the middle, popularly known as "Brooklands" for its similarity to its famous British counterpart, it also combined race track with Aerodrome and boasted its own sewerage pond.

Dad said of flying at Brooklands "If you missed the upslope of the hill on landing you went into the forest.

In the days when it was active (Era 1929/30) pilots from Maylands (possibly Langley Park) and Brooklands used regularly make the 10 min flight to visit each other in fascinating variety of aircrafts / flying machines.(In those days there was no D C A, One used ones eyes)

When dad took me to see it (about 1944), as I said, it was deserted. The hangar was locked up, but through the crack between the doors, I could make out something silver which could have been the Klemm.

However, this was an aircraft of German origin and dad told me some time later, that someone had broken into the hangar and put an axe through the wing virtually destroying it.

P.S Many years ago, I saw a photo from ¼ front view of one of the Klemms, probably taken at the same time, it was a much clearer picture. Dad also showed me a couple of photos of Spartans.

My thanks to Julie for working up the photo and sending it to me.

Regards,

Jean Antoine (Jnr)

Thanks Jean for this article. Unfortunately the photos provided would not photocopy very well so have not been included.

Apologies Ed.

NEXT CLUB MEETING

10th August at 7pm

NEXT CLUB COMPETITION

9th August at 9am

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

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 INFORMATION
CONTACT THE AERO CLUB

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PO BOX 247

NORTHAM WA 6401

DON'T YOU WISH YOU'D SAID THAT?

Thanks go to TONY REES for these *truisms* and *clichés* from cyberspace.

There are three simple rules for making a smooth landing: unfortunately, no one knows what they are.

It's a good landing if you can still get the doors open.

First, listen to the question the student asked, then listen to the question he didn't ask and then figure out the question he really meant to ask.

Airspeed, altitude, or brains: you always need at least two.

A ground school instructor understands piloting the way an astronomer understands the stars.

Every ground school class includes one ass who, at 5 minutes before 5, asks a question requiring a 20-minute explanation.

Gravity: it's not just a good idea, it's the law.

You can only equal the record for flying low.

Flying at night is the same as flying in the day, except you can't see.

It at first you don't succeed, well, so much for skydiving.

It's no wonder England serves beer warm – Lucas manufactures most of their refrigeration equipment.

It is said that two wrongs do not make a right, but two wrights do make an aeroplane.

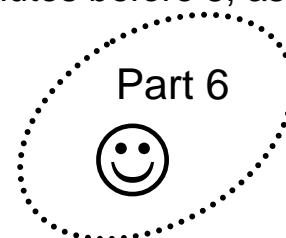
When starting an aviation career it is not unusual to be overwhelmed, terrified, suffer from lack of confidence and be just plain scared. As experience grows, self confidence replaces fear . . . but after a time, when you think you have seen it all, you realise your initial reactions to flying were correct.

Passengers prefer old captains and young flight attendants.

The only soul more pitiful than a captain who cannot make up his mind is the copilot who has to fly with him.

The only thing worse than a captain who never flew as copilot, is a copilot who once was a captain.

Be nice to your first officer, he may be your captain at your next airline.



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